

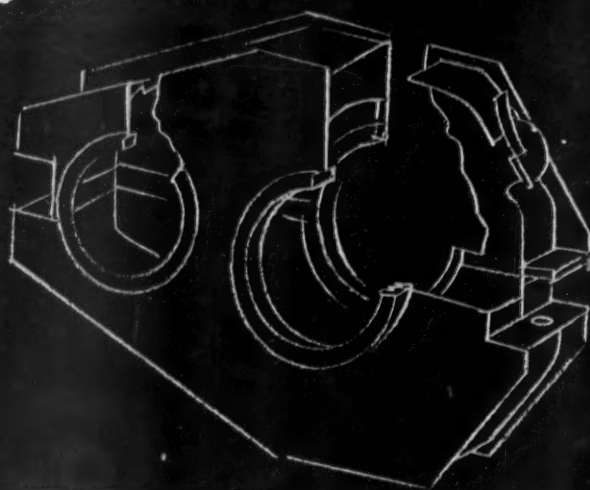
JANUARY 25, 1954

Straight-Line Engine Cleaning . . . p. 53

RAILWAY AGE

The Standard Railroad WEEKLY for Almost a Century

*Do you know that our
new Sealed Gear Case with
stable lubricant is designed to go
10 times as long between lubrication
periods as any previous gear case*



ELECTRO-MOTIVE DIVISION • GENERAL MOTORS
La Grange, Illinois • Home of the Diesel Locomotive • In Canada: GENERAL MOTORS DIESEL, LTD., London, Ontario

GENERAL MOTORS
LOCOMOTIVES

The Public's "All-Weather" Friend

By Hungerford

The idea for this cartoon, drawn by Mr. Hungerford, won a prize for

Mr. J. RUGGERI in the Edgewater Cartoon Idea Contest, held during the R.S.M.A. Convention at Atlantic City in June 1953.

We will be glad to send you enlarged copies of this Hungerford cartoon (without advertising copy) for posting on your office and shop bulletin boards, or a cut for your company magazine, at cost.



PITTSBURGH,
PENNA.

**EDGEWATER
STEEL
COMPANY**



SERVING AMERICA'S RAILROADS
WITH ROLLED STEEL TIRES, WHEELS and DRAFT GEARS

What makes the Model 53 so rugged?



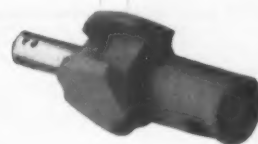
With all its extra strength, Model 53 is easy to operate, easy to maintain. Doesn't it deserve a job on your mainline and heavy yard turnouts? We'll be glad to arrange a demonstration; just call or write our nearest office.



BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.
On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. Export Distributor: Bethlehem Steel Export Corporation

BETHLEHEM SWITCH STANDS

To be sure, anything made of steel is strong. So just what is so rugged about Bethlehem's Model 53 switch stand?



Well, let's take it apart and see. First, lift off the top housing and inspect the spindle. Notice how husky this heat-treated steel forging is, and how heavy the beveled collar in which the sliding block moves. Far more than enough "guts" here to transmit turning-power to the crank, even with the heaviest switches.



Next, the sliding block: another heat-treated steel forging, precisely machined to slide smoothly in the groove. When it eventually wears down, just lift it out, rotate it 90 deg either way, replace it in the spindle—and you have the equivalent of a new sliding block.



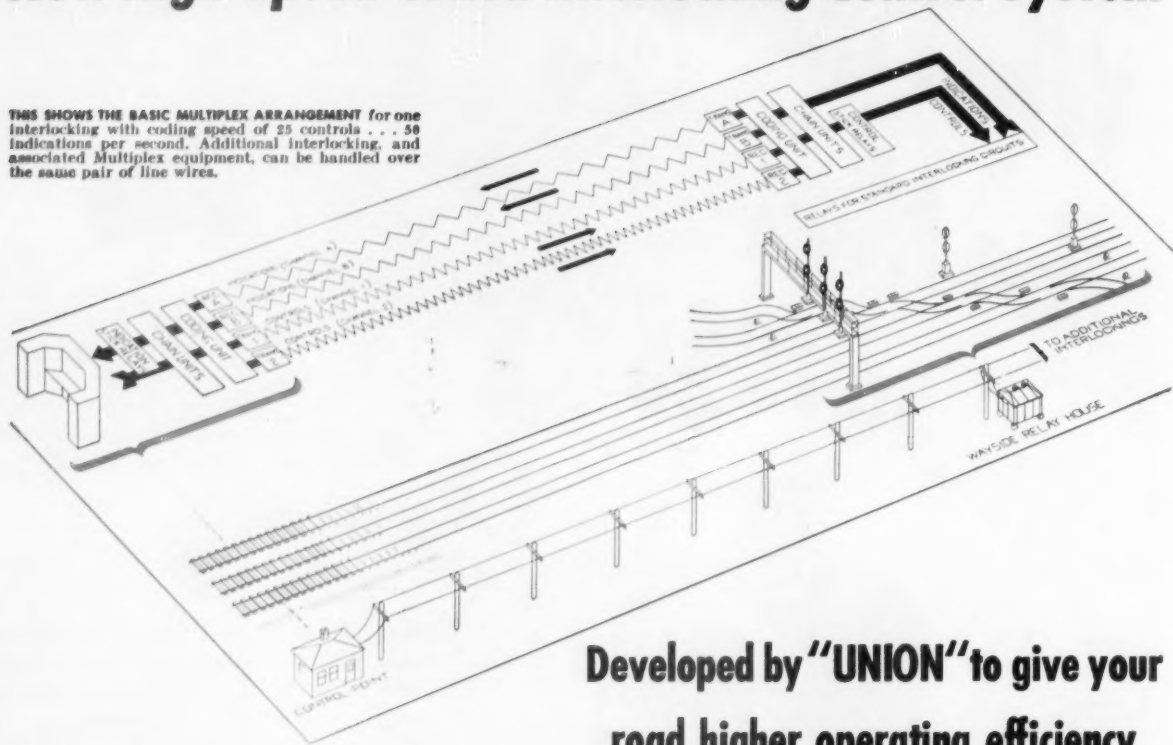
The crank? It's forged and machined from alloy steel, then heat-treated for extra hardness. Unique among screw-eye cranks in that the threads are specially cut with rounded roots to prevent incipient cracks in the shank.



The switch stand base is cast of tough malleable iron. Extra broad for added stability on the ties. Integrally-cast stops protect the feet of switchmen throwing the lever.

New High-Speed Coded Interlocking Control System

THIS SHOWS THE BASIC MULTIPLEX ARRANGEMENT for one interlocking with coding speed of 25 controls . . . 50 indications per second. Additional interlocking, and associated Multiplex equipment, can be handled over the same pair of line wires.



Developed by "UNION" to give your
road higher operating efficiency

"UNION" Multiplex Code Control System



THE MULTIPLEX CODE CONTROL SYSTEM uses standard Style C or UR control machines.

ARE you planning to build a new remotely-controlled interlocking . . . modernize an older one . . . or consolidate present interlockings for greater economies? If you are, consider these features of the new "Union" Multiplex Code Control System:

- It's the fastest all-relay coded interlocking control system yet developed.
- Basic system transmits 25 controls and 50 indications per second. Can be expanded in multiples of 25 controls and 50 indications per second, such as 50 and 100 per second . . . 75 and 150 per second . . . *simultaneously* over one pair of line wires.
- Each code can contain complete control and indication information for all functions at the interlocking . . . therefore a complete route can be set up with one code.

The "Union" Multiplex Code Control System is designed especially for large and busy interlockings. May we tell you the rest of the story?

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE



PENNSYLVANIA

NEW YORK

CHICAGO

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RAILWAY AGE

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January 25, 1954

Vol. 136, No. 4

Week at a Glance

“Piggyback” transportation of truck trailers on what would be virtually a system-wide basis is being seriously considered by the New York Central. 11

Per diem hearings began last week before the I.C.C. 11

Robert R. Young, who has made so much railroad news during his connection with the C&O, has made still more by his resignation from that company's chairmanship—which leaves him “free” to take active interest in “another carrier.” 12

Revenues and expenses of railways for November and 11 months of 1953 36

RAILWAY AGE FORUM

“Piggybacks”—Are they a sound idea or a flash in the pan? 45

C. L. Dearing, deputy undersecretary of commerce, seems to understand the situation confronting the country's common carriers far better than anyone else in a national Administration which, so far, has only made conditions harder, not easier, for such common carriers. 46

Roadway restoration—bringing cuts and fills back to standard cross section—is accomplished on the Santa Fe by special grading outfits equipped with large earth-moving machines. 47

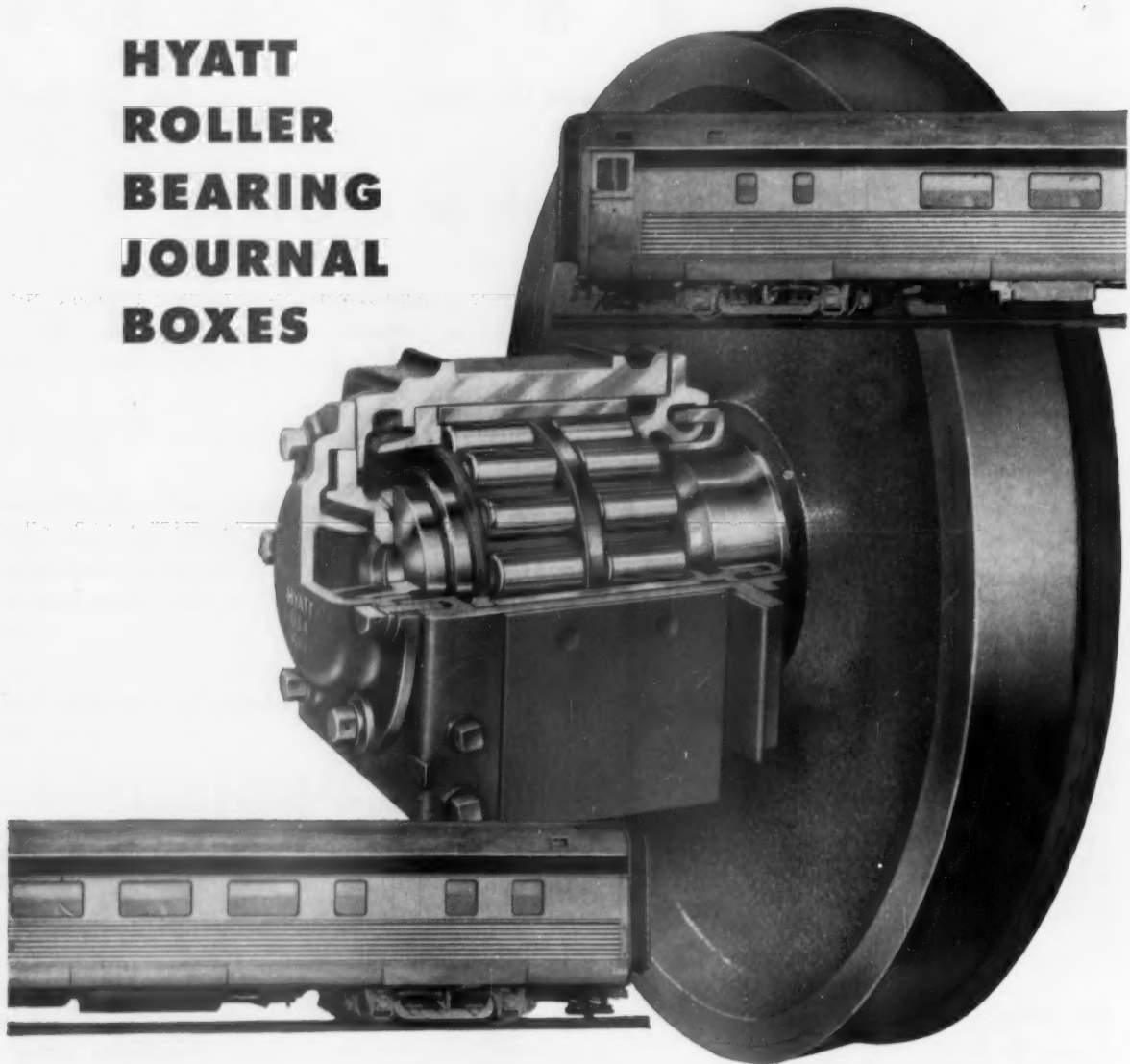
Should the car distribution formula be revised? Correspondents express both “pro” and “con” views. 50

A gas-turbine switcher is being built for the Army Transportation Corps as an experimental project. 52

“Straight line” cleaning permits Wabash shops to dis-

Preferred for passenger cars . . .

**HYATT
ROLLER
BEARING
JOURNAL
BOXES**



Modern railroading calls for modern power—and modern bearings! So it's only natural that passenger car builders turned to Hyatt for the bearings that eliminate the hot box problem and assure the smooth starts and improved riding qualities expected of high-speed streamliners. Hyatt Roller Bearing Journal Boxes offer all of these advantages—and more. Hyatts are preferred by railroad men because they're easier to install, easier to inspect, easier to maintain. And added to this is the outstanding performance record of Hyatts—on passenger cars, on diesels, and more recently, on freight cars. Let us tell you more about these preferred journal boxes. Call or write Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.

HYATT Roller Bearing Journal Boxes

STRAIGHT

BARREL

TAPER

Current Statistics

Operating revenues, eleven months	
1953	\$ 9,848,917,002
1952	9,646,522,076
Operating expenses, eleven months	
1953	\$ 7,438,438,928
1952	7,341,809,527
Taxes, eleven months	
1953	\$ 1,162,856,463
1952	1,164,820,228
Net railway operating income, eleven months	
1953	\$ 1,031,517,291
1952	968,789,627
Net income, estimated, eleven months	
1953	\$ 800,000,000
1952	717,000,000
Average price railroad stocks	
January 19, 1954	60.38
January 20, 1953	68.85
Carloadings revenue freight	
Two weeks, 1954	1,102,034
Two weeks, 1953	1,251,067
Average daily freight car surplus	
January 16, 1954	128,628
January 17, 1953	76,426
Average daily freight car shortage	
January 16, 1954	530
January 17, 1953	703
Freight cars delivered	
December 1953	4,456
December 1952	7,845
Freight cars on order	
January 1, 1954	29,950
January 1, 1953	80,296
Freight cars held for repairs	
December 1, 1953	97,679
December 1, 1952	96,085
Average number railroad employees	
Mid-December 1953	1,155,154
Mid-December 1952	1,222,730

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX AND BY THE ENGINEERING INDEX SERVICE. RAILWAY AGE INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE.

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Week at a Glance CONTINUED

mantle diesel engines, clean and repair parts, reassemble the engines, and reinstall them in locomotives, without reverse movement. 53

BRIEFS

About a quarter-million dollars more than it has for the current fiscal year is recommended for the Interstate Commerce Commission in President Eisenhower's fiscal '55 budget, which went to Congress January 21. The budget calls for a commission appropriation of \$11.5 million, and proposes that it be made without specific allocations for work of the Bureau of Safety and Locomotive Inspection.

A second annual fellowship program for selected employees of Class I railroads has been announced by the Federation for Railway Progress. Three \$1,000 fellowships—enabling winners from eastern, southern and western railroad districts to pursue a year of study at an accredited university of their choice—will be awarded at the end of May. Additional information is available from the federation at 1430 K street, N.W., Washington 5, D.C., or from personnel offices of Class I railroads.

President Eisenhower has revoked an executive order issued by President Roosevelt in 1942 to exempt from the compulsory-retirement-at-70 rule all Presidential appointees who were then serving indefinite terms. The revocation becomes effective March 31. Allyn C. Breed, assistant director and former acting director of the Bureau of Locomotive Inspection, is one of the few government employees still continuing in service pursuant to the 1942 order.

Intercoastal common-carrier barge service between ports on the Pacific coast and ports on the Gulf of Mexico has not been shown to be "economically practical," I.C.C. Examiner Claude A. Rice has found in a proposed report in No. W-1055, Sub-No. 1. Accordingly, he has advised the commission to deny an application of Alaska Freight Lines for a certificate authorizing in-

Week at a Glance CONTINUED

tercoastal operation "by use of towboats and barges."

Certificates or permits of some 590 motor carriers—all small operators, below Class I rank—have been revoked by the I.C.C. for failure to file annual reports for the calendar year 1951. The commission's action "followed repeated efforts to obtain reports from these carriers," according to a notice from George W. Laird, commission secretary. The missing reports had been due June 1, 1952.

Sale of the Norfolk Southern Bus Corporation, subsidiary of the Norfolk Southern, to the Carolina Coach Company has been approved by the I.C.C.'s Division 4.

The first shipment—280 tons of nickel concentrate from the Sheritt-Gordon mine—recently moved out of Lynn Lake, Man., over the Canadian National's new 144-mile extension from Sherridon. The nickel concentrate headed for Fort Saskatchewan, where it is to be stockpiled in preparation for opening of a new million-dollar processing plant.

Walter S. Franklin, president of the Pennsylvania, has been named to receive the Pennsylvania Award for 1953. The award, presented each year by the Philadelphia area chapter of Americans for the Competitive Enterprise System for "outstanding service to the competitive system in Pennsylvania," will be presented to Mr. Franklin on January 25 at the fourth annual dinner of the group in Bellevue-Stratford Hotel, Philadelphia.

More Americans will rent automobiles at home and abroad in 1954 than ever before, says Walter L. Jacobs, president of the Hertz

Rent-A-Car System. Mr. Jacobs forecasts a 15 per cent increase in business for his firm over 1953, as "more and more businessmen are becoming acquainted with the convenience and economy of traveling long distances by rail or air and driving a rented car as their own at destination."

Steelmaking capacity of the United States at the start of 1954 was 124,330,410 net tons annually—the highest level ever achieved and an increase of 6,782,940 tons during 1953—according to the American Iron & Steel Institute. The new annual capacity figure is an increase of more than 32 million tons, or 35 per cent, in the eight postwar years, and a gain of over 52 per cent since 1940.

Telephone calls can now be dialed between San Francisco and Sacramento on the Southern Pacific's own telephone system. This intercity telephone dialing is the beginning of an SP program which will be expanded, and is one of the developments made possible by the 60,000 miles of new carrier circuits—a form of wired radio—which the railroad has installed since the end of the war.

A Transportation Hall to cost \$215,300, is part of the contemplated expansion of the physical plant of John Carroll University, Cleveland. Cost of the entire expansion program is estimated at \$2,646,842, and work will begin as soon as funds are available. The university would coordinate all its campus transportation work, both military and academic, in the Transportation Hall.

"Railway Clerk"—official publication of the Brotherhood of Railway Clerks—is now an 8½-in. by 11-in. magazine, a complete departure from its previous newspaper format. Faster reading and easier handling were prime considerations behind the switch to the new style.

"Now I know,"

says top Railroad Executive,

"why the Hertz Rail-Auto Plan switches millions of passenger miles to railroads..."

Some weeks ago a train conductor was chatting with the vice president of the Road—a long-time personal friend...



"On my last vacation," said the conductor, "I reserved a car from Hertz at my destination... and then traveled by pass on the Road. On arrival, the car was waiting for me, and off I went on the best vacation I ever had! I saved time by train... enjoyed more leisure and relaxation... and had much more fun in a car as private as my own!"

The vice president became so interested that he tried the Rail-Auto Plan on his next business trip.

"Believe me," he said later, "now I know why the Hertz Rail-Auto Plan switches millions of passenger miles to railroads! I strongly urge every railroad man and woman to try it. From now on I'm taking personal interest in promoting a Plan that can switch huge passenger revenue to my Railroad!"

And that's exactly what Hertz has been saying and advertising for years! The Hertz Rail-Auto Plan is the best answer to the ever-increasing competition of city-to-city driving.

Last year it is estimated motorists drove close to 500 billion miles between cities! Analysis shows that they drove these tiring, hazardous miles NOT because they preferred to drive... BUT because many times they needed a car at their destination. Therefore, the Hertz Rail-Auto Plan offers the perfect solution!

With this Plan, travelers can enjoy the comfort and speed of rail travel; arrive at their destination fresh and relaxed... then step into a new clean car from Hertz to drive as their very own... for as long as they please... wherever they please. Low rates include all gasoline, oil... Public Liability, Property Damage, Fire and Theft Insurance,



Department D14, 218 South Wabash Avenue,
Chicago 4, Illinois; Phone: WEbster 9-5165

and \$100.00 deductible collision protection—at no extra cost!

The results of this Plan have been amazing! Thanks to the cooperation of railroads... and the \$1,000,000 Hertz spends every year in national magazines to advertise the Rail-Auto Plan... last year alone people who rented cars from Hertz actually traveled 136,000,000 miles on railroads! And this is only a drop in the bucket! The staggering potential of 500 billion highway miles has hardly been tapped.

How you can help promote the Hertz Rail-Auto Plan... help switch additional revenue to your railroad

1. TRY the Rail-Auto Plan yourself. Enjoy its many advantages. See for yourself why thousands of travelers prefer it to highway travel.
2. TELL your ticket agents about the 10% commission Hertz pays them. Urge them to ask passengers this simple question: "May I reserve a car from Hertz at your destination?" It takes only a few minutes to fill out the reservation forms... and the Hertz station concerned will pay—promptly—10% commission on the total rental charge.
3. PROMOTE the Hertz Rail-Auto Plan in your general advertising. Show its many advantages. Use displays in your ticket offices. Advertise the Plan in your timetables... on your billboards... highway over-passes.
4. AND REMEMBER—only Hertz—the world's largest rent-a-car system—offers 30 years' experience... more than 700 stations in over 550 cities throughout the world... and more than 1,500,000 people who hold Hertz Charge Cards and Courtesy Cards. Also, Hertz honors Rail Credit Cards.
5. If you have any questions—WRITE today for additional information... reservation forms and other material that your ticket agents can use.

HERTZ Rent-A-Car SYSTEM

**Announcing
Major Advance in
Tractor Design!**

New Caterpillar oil-type flywheel clutch

now standard in the D8, D7 and D6!

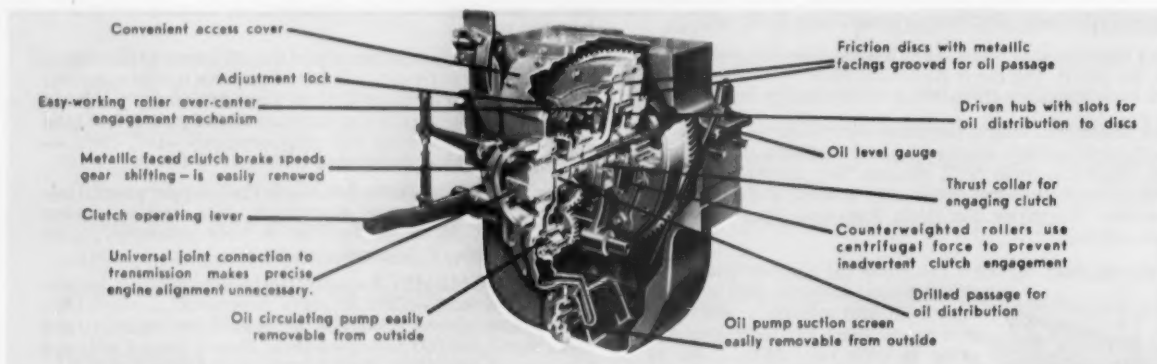
Once again Caterpillar leads the field in an advance that boosts production, cuts down time and lowers operating costs. The new oil-type flywheel clutch, now standard in the Cat* D8, D7 and D6 Tractors, means a new high in money-making performance for you from these three rugged machines. Exhaustive on-the-job tests prove that this clutch lasts many times longer than other clutches under identical conditions. They also prove it enables you to run these tractors two to four times longer before making clutch adjustments.

Here's how it works. The oil system is entirely separate from that of the engine. While the engine is running, the oil pressure flows to all working parts of the clutch. Oil is fed constantly through the radial and circumferential

grooves in the friction discs even when the clutch is engaged, thus cooling the friction discs and pressure plates at all times. As a result, there's minimum opportunity for wear and heating to take place. That's why adjustments are very seldom needed and disc replacement normally required no more often than engine overhauls. For easy access, the clutch has a dirt-proof housing with a big opening at the top—a mechanic doesn't have to disturb engine or transmission to get at it.

Get the whole picture from your Caterpillar Dealer. Remember, he backs all sturdy yellow equipment with genuine parts service—there's never an "orphan" in the Caterpillar line. Ask him to demonstrate on the job!

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.



New Caterpillar oil-type flywheel clutch gives you greater dependability and lower service and maintenance costs than any other clutch under identical conditions, normal or tough.

CATERPILLAR*

*Both Cat and Caterpillar are registered trademarks—®



NYC "Considering" "Piggyback"

Has engaged Rail-Trailer Company "to explore prospective market"—Plans contemplate solid-train service between major cities served by system

The New York Central System is actively considering plans to haul highway trailers on flat cars, William White, president, announced January 21.

"Our aim would be to recover for the railroad as large a volume of intercity freight now moving over the highways as possible," Mr. White said. He stated that the Central, which has studied potentialities of trailer-on-rail service ("piggyback") has engaged the Rail-Trailer Company, headed by Eugene F. Ryan of Chicago, to explore further with truck operators the prospective market for such a service.

"We feel the plan offers these advantages," the Central's president declared:

"Motor common carriers using it would have available a year-round service in all types of weather at a lower cost; and the Central would gain additional freight revenue. Any such plan, to be sound, would have to be such as to offer advantages to the truckers and afford the railroad a fair measure of profit."

He characterized the program under consideration as "a combination of the inherent advantage of all-weather rail transport with the pick-up and delivery flexibility of the motor common carrier, and one by which truck operators can reduce their operating costs by using efficient, economical rail movement for their intercity hauls."

Mr. White said plans as now contemplated envision service initially between a number of key points on the Central system, such as New York-Chicago, Detroit-Chicago, New York-Cleveland, and Cleveland-Chicago.

The service under consideration, he

pointed out, would be available to motor common carriers authorized to operate between the cities served, with Rail-Trailer Company representing the railroad in dealing with the motor carriers. Mr. Ryan, Rail-Trailer's head, has been active for several years in exploring possibilities for further coordination of rail and motor transport.

The program being considered by

the Central includes the following features:

- Movement of trailers in solid trains running on fast nightly schedules;

- Specially built 75-ft. flat cars carrying two trailers each, back to back, secured to stanchions and supported by side struts;

- Side loading of trailers onto flat cars, which is faster than the end loading—sometimes called "circus loading"—used in earlier applications of the rail-trailer principle;

- Special terminals with depressed tracks to permit side loading; and

- Use of specially adapted hydraulic lift trucks to guide trailers on and off cars.

Hearings Begin on Per Diem Fight

Dispute came to I.C.C. in complaint filed against roads which have refused to pay the \$2.40 rate

Hearings on the railroads' per diem dispute were held in Washington, D.C., last week before Interstate Commerce Commissioner Knudson and Examiner Hosmer.

The case came to the commission as a complaint (No. 31358) filed by a group of railroads against roads which have refused to pay the current per diem rate of \$2.40 for the rental of foreign cars. The complaint asked the commission to find that the \$2.40 rate is "just, reasonable and otherwise lawful"; and that performance of orderly transportation service by railroad "requires uniform observance of this rate." (*Railway Age*, September 28, 1953, page 11.)

The Line-Up—Some 30 railroads, including most of the big ones, are formally in the case as supporters of the complaint. The defendants and their supporters include the New York, Susquehanna & Western; Boston & Maine; New Haven; Rutland; Long Island, and a large group of short lines.

The complainants' main presentation included the testimony of three witnesses—John P. Kiley, president of the Milwaukee, Dr. Julius H. Parmelee, consulting economist and former vice-president of the Association of American Railroads, and William F. Betts, statistician, Bureau of Railway Economics, A.A.R. Also, there was the presentation of John E. Kusik, vice-president, finance, Chesapeake & Ohio, which is an intervener in support of the complaint. Rebuttal testimony for

the complainants was offered by K. H. Lyrie, assistant comptroller, Illinois Central.

The much larger group of witnesses for defendant roads included J. M. Hood, president of the American Short Line Railroad Association, and George F. Glacy, vice-president and comptroller, B&M. Henry K. Norton, president of the Susquehanna, and Lawrence Richardson, former president of the Rutland, were scheduled to testify at sessions held after this issue went to press.

Kiley Defends Rate—Defending the \$2.40 rate, President Kiley of the Milwaukee said there will not be an adequate supply of freight cars until railroads "continuously maintain freight car rental on a basis that is fully compensatory" to car owners. He recalled that in 1949 "the inadequate level of the per diem rate (it was \$1.50) was largely responsible" for cancellations by the Milwaukee of an authorization to construct 1,830 freight cars.

"I do not think," Mr. Kiley also said, "that the railroad industry or the shipping public can expect the national car supply to be maintained on an adequate level as long as it remains cheaper to rent a freight car than to purchase and own it, and I think that the relationship between car supply and car rental arises from that simple fact."

Parmelee on Cost Formula—Dr. Parmelee's comprehensive presentation and supporting exhibits explained the

ST. LAWRENCE SEAWAY APPROVED BY SENATE

The Senate has approved the bill, S. 2150, to provide for United States participation with Canada in construction of the proposed St. Lawrence Seaway. The measure now goes to the House.

The Senate's favorable action, by a roll-call vote of 51 to 33, came on the evening of January 20. It followed a week of debate on the bill.

cost formula used by the General Committee of the Operating-Transportation Division, A.A.R., in recommending changes in the per diem rate, including the latest raise to \$2.40. That became effective August 1, 1953. One of the Parmelee exhibits was a statement embodying a "Brief History of Freight Car-Hire Settlements."

The statement made by Mr. Betts of B.R.E. was, as he put it, "principally a review of the freight car supply as revealed by statistics" compiled by the Car Service Division. Such data relate to car ownership, car location, cars on order, car surplus and shortage, and cars awaiting repairs.

Vice-president Kusik of the C&O took the position that the \$2.40 rate is too low. "If any action is taken to change the present per diem rate," he said, "it should be in the direction of substantial increases to recognize all the cost elements necessary to provide full compensation for the cost of owning freight cars." The C&O executive also said the \$2.40 rate and its predecessors had resulted in "recurring shortages" of cars and in "a weakening of the competitive position and earning power of the railroad industry."

Testimony of J. M. Hood—President Hood of the Short Line Association denied that present car ownership is too low. With the exception of "certain special types of cars," he said, the present fleet meets requirements of traffic offered. He also denied that the level of the per diem rate has retarded acquisition of new cars. In his opinion a high per diem rate tends to keep old cars in service earning good rentals.

Mr. Hood called the \$2.40 rate "excessive and unreasonable." He went on to say he thinks a fair rate could be developed and that it would be on a moving-average basis. He then proceeded to list factors which he thinks should be in a formula used to develop such a rate.

Vice-president Glacy of the B&M made a statement with accompanying exhibits which was principally a criticism of the Parmelee cost formula. He also defended, with supporting data, the B&M offer to make car-hire settlements on three rates, depending on the age of cars.

Suwannee to Start New Florida-Cuba Train Ferry

Regularly scheduled train ferry service over the 229.5-mile route between Port Everglades, Fla., and Havana, Cuba, will be inaugurated February 1 by Suwannee Trainferry Lines, Inc., a division of Suwannee Steamship Company, with headquarters at 1010 East Adams street, Jacksonville, Fla.

The Florida terminal will be at Port Everglades (Fort Lauderdale), where connection will be made with the Florida East Coast and the Seaboard Air Line through the Port Everglades Belt, a switching line operated by the Broward County Port Authority. The

Cuban terminal will be at Hacendados (Havana), where Suwannee has built its own dock and secured a bonded warehouse for general merchandise, and where rail service will be provided by the Ferrocarriles Occidentales de Cuba (Western Railroads of Cuba), government-owned successor to the United Railways of Havana.

The new ferry company is headed

by W. R. Lovett, Florida chain grocery store and steamship line operator. Austin Williamson, formerly with the Peninsular & Occidental Steamship Co., is vice-president and general manager, assisted by W. D. Lovett, E. L. Fox and A. P. Evans, both formerly with the FEC, are assistant freight traffic manager and general freight agent, respectively.

People in the News

Young and Kirby Resign from C&O

Alleghany sells all its C&O stock to Cyrus Eaton, who becomes C&O chairman; Young and Kirby "free to acquire control of another carrier"

At a meeting of the Chesapeake & Ohio board of directors on January 19, Robert R. Young, chairman of Alleghany Corporation, and Allan P. Kirby, its president, resigned from the C&O board along with four other members of the present board of 13. They are James Blaine, Henry Guild, Harry Thompson, and Andrew Van Pelt. All have a direct or indirect connection with Alleghany or its subsidiaries.

At the same time, Alleghany sold its remaining holdings of 104,854 shares of C&O common stock to Cyrus S. Eaton, Cleveland industrialist, who, since 1951, has been the largest individual stockholder of C&O. It was announced that Mr. Young, Mr. Kirby, and other directors and officers of Alleghany are selling all C&O securities owned by them and that the remaining directors of the C&O are in turn disposing of



A TOUCH OF OLD ENGLAND—Denver bound in the newly equipped "City of Denver," placed in service January 10 by the Union Pacific and the Chicago & North Western. Known as "The Pub," this tavern lounge is open to both coach and sleeping car passengers. It has heavy oak flooring, matched by wood paneled walls, ceiling beams and tables. "Antique" leaded glass is used in windows and

in the passageway door at the right of the bar.

One-day exhibits of the new trains (*Railway Age*, December 14, 1953, page 11), just before they went into service, attracted a total of 11,900 visitors—6,500 in 11 hours at the C&NW terminal in Chicago on January 7, and 5,400 in 12 hours, despite inclement weather, at the Denver Union terminal on January 9.

any Alleghany securities they now hold. "Suitable and effective steps," it also was announced, "will be taken to eliminate all contractual, lease, and joint salary arrangements now existing between Alleghany and the C&O, and common officers and employees will be given the choice of remaining with one company or the other, but will not be permitted to serve both."

"Free"—With this action, Alleghany, Mr. Young and Mr. Kirby are completely divesting themselves of control of the C&O, and are "free to acquire control of another carrier." Both men, and other Alleghany directors and officers, are now free to seek or accept directorships on another carrier.

Mr. Eaton, who has been a C&O director continuously since 1943, has been elected board chairman. The board also elected B. L. Colton, president, National Bank of Washington, Washington, D.C.; Cyrus S. Eaton, Jr., president, Chertsey Corporation, Cleveland; Roger H. Ferger, president and publisher, Cincinnati Inquirer, Cincinnati; M. S. Fotheringham, president and general manager, Steep Rock Iron Mines, Ltd., Steep Rock and Windsor, Canada; and Dr. F. A. LeFevre, Cleveland clinic, Cleveland, to fill five of the vacancies caused by the resignations. Filling of the sixth vacancy was temporarily delayed pending notice of acceptance from a prospective appointee.

In addition to Mr. Eaton, present board members who will continue to serve are Robert J. Bowman, Robert J. Bulkley, Thomas J. Deegan, Jr., Herbert Fitzpatrick, William H. Lipscomb and Walter J. Tuohy. Mr. Tuohy will continue as president of the C&O.

Mr. Eaton's personal holdings of C&O common stock now total 205,854 shares. He also has a beneficial interest in a company owning 45,000 additional shares. The total market value of all of these shares approximates \$9,000,000.

It was announced that a detailed account of steps taken by Alleghany to divest itself of control over the C&O will be made to the Interstate Commerce Commission.

Rates & Fares

B&O Announces New Credit-Card Program

A credit-card program permitting passengers on the Baltimore & Ohio to charge practically all expenses incidental to travel has been announced by B&O President Howard E. Simpson. The credit card will be issued on application to the treasurer of the B&O on forms available at all local passenger and ticket offices of the railroad. Card holders will sign a receipt form covering each purchase and receive monthly statements covering all transactions during the period.

The cards will be issued to both individuals and business concerns and will be honored: At all B&O ticket offices for rail, Pullman, parlor car and all-expense tour tickets via the B&O or via B&O and connecting railroads; on B&O trains for one-way rail, Pullman or parlor car charges; in B&O dining cars for meals and refreshments; at B&O baggage offices for baggage charges; and at all Hertz rent-a-car stations for identification and credit privileges.

Figures of the Week

Freight Car Loadings

Loadings of revenue freight in the week ended January 16 totaled 619,871 cars, the Association of American Railroads announced on January 21. This was a decrease of 4,358 cars, or 0.7 per cent, compared with the previous week; a decrease of 85,146 cars, or 12.1 per cent, compared with the corresponding week last year; and a decrease of 127,789 cars, or 17.1 per cent, compared with the equivalent 1952 week.

Loadings of revenue freight for the week ended January 9 totaled 624,229 cars; the summary for that week, compiled by the Car Service Division. A. A. R., follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, January 9			
District	1954	1953	1952
Eastern	107,318	118,521	129,991
Allegheny	118,479	140,639	154,792
Poconantas	46,157	51,822	61,501
Southern	120,512	127,257	136,421
Northwestern	69,705	74,958	81,514
Central Western	106,004	114,975	118,431
Southwestern	56,054	59,938	62,050
Total Western Districts	231,763	249,871	262,005
Total All Roads	624,229	688,110	744,710
Commodities:			
Grain and grain products	43,784	45,834	54,154
Livestock	8,030	9,570	9,840
Coal	117,935	136,544	168,472
Coke	10,127	14,527	16,482
Forest products	40,957	41,777	44,146
Ore	18,716	19,668	18,004
Merchandise l.c.l.	56,949	63,627	67,519
Miscellaneous	327,731	356,563	366,093
January 9	624,229	688,110	744,710
January 2	477,803	562,937	610,116
Cumulative total two weeks ..	1,102,034	1,251,067	1,354,826

In Canada.—Carloadings for the 10-day period ended December 31 totaled 83,418 cars, compared with 68,637 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

For 1953 as a whole, Canadian loadings declined by 167,809 cars, or 4 per cent, from the 1952 total; receipts from connections were off by 113,504 cars, or 6.6 per cent.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
December 31, 1953 ..	83,418	32,424
December 31, 1952 ..	93,020	37,329
Cumulative Totals:		
December 31, 1953 ..	3,992,416	1,613,387
December 31, 1952 ..	4,160,225	1,726,891

Awards

New York Railroad Club Announces Essay Winners

At a January 21 meeting of the New York Railroad Club, winners in the club's 1953 Roy V. Wright Memorial Essay Contest were announced as follows:

First prize (\$750)—Harry H. Ross, assistant traffic claims representative, California Packing Corporation, San Francisco, for his paper entitled "Competition, Meet the Fair—Eliminate the Unfair."

Second prize (\$500)—Martin F. Schmidt, professor of management, University of Colorado, Boulder, Colo., for his paper entitled "What's Wrong with Selling Railroad Service?"

Third prize (\$250)—John A. Bliss, transportation economist and I.C.C. practitioner, East Greenbush, N.Y., for his paper entitled "Operations Research—An Opportunity for the Railroads?"

Honorable mention was accorded to papers by Miss Lillian McCahan, agent-operator, Western Maryland, Ohio Pyle, Pa. and Dr. G. Lloyd Wilson, professor of transportation, University of Pennsylvania. Honorable mention also went to a paper prepared jointly by Newton Morton, assistant professor

WINNER NAMED IN RAILWAY AGE CONTEST

The *Railway Age* essay contest for the best paper on the relation of the accounting department to the rest of the railroad has been judged by a panel of five railroad executive officers, who have awarded the \$100 prize to D. B. Woerner, assistant auditor disbursement of the Pere Marquette district, Chesapeake & Ohio, Detroit.

Mr. Woerner's paper is entitled "Accounting Service to Transportation Supervisors." It will be published in an early issue of *Railway Age*. It was selected from among essays submitted by railroad men of many ranks, not only in the accounting department but in the executive, operating, mechanical, and other departments.

Many of the papers were excellent, and choosing the winner was a difficult task for the jury. Judges who made the selection were:

R. L. FULTON, comptroller, Northern Pacific, St. Paul;

G. F. GLACY, vice-president, Boston & Maine, Boston;

L. J. GOSNEY, comptroller and general auditor, Western Pacific, San Francisco;

F. E. MARTIN, vice-president and comptroller, Illinois Central, Chicago; and

A. R. SEDER, vice-president, Association of American Railroads, Washington.



HARRY H. ROSS (right), assistant traffic claims representative for the California Packing Corporation, receives from **W. G. Peoples**, vice-president — system freight traffic, Southern Pacific, check for his first-prize-winning entry in the New York Railroad Club's 1953 Roy V. Wright Memorial Essay Contest.

at Kent State University, Kent, Ohio, and Frank H. Mossman, associate professor of general business at Michigan State College, East Lansing; and to a paper prepared by a seminar group working under direction of Dr. Wilson at the University of Pennsylvania.

Judges were W. G. White, vice-president and general manager, Lackawanna; N. N. Baily, vice-president and general manager, Central of New Jersey; and J. J. Swift, vice-president and general manager, Lehigh Valley.

The essay contest has been held by the New York Railroad Club each year for the past five years—with prizes given for papers judged most constructive in the direction of improved performance and service by the railroads. The contest honors the memory of the late Dr. Roy V. Wright—for many years managing editor of *Railway Age*, and a past president of the American Society of Mechanical Engineers.

Dr. Wright gave much of his time to promotion of adult education on the railroads and in the engineering profession.

Labor & Wages

Emergency Board Begins Hearings in "Non-Op" Case

Emergency-board hearings on the dispute resulting from "fringe-benefit" demands of 15 unions representing railroad non-operating employees got under way at Chicago January 19.

That was three days after President Eisenhower named members of the board which his December 28, 1953, executive order had created. The members are Chairman Charles Loring, retired chief justice of the Minnesota Supreme Court; Martin P. Catherwood, dean of the New York State School of Industrial and Labor Relations at Cornell University; and Adolph E. Wenke, justice of the Nebraska Supreme Court.

The "non-op" demands call for improved vacation arrangements and premium pay for work on Sundays and holidays, a health-and-welfare plan, and liberalized and standardized free-pass arrangements.

The board has been advised by counsel for the carriers that "objection will be made" to any evidence offered by the unions on their health, welfare and free transportation demands. Reiterating the carriers' stand that these demands are not within the scope of the Railway Labor Act, Howard Neitzert, chief counsel for the carriers, explained to the board that the roads are seeking a federal court ruling on the question (*Railway Age*, November 9, page 10). "I cannot believe the unions will ask your board to hear or

consider evidence or make recommendations with respect to these demands as long as the legal questions involved remain pending and undetermined in the federal court," he said.

Switchmen — Direct negotiations have ended without agreement between the carriers and representatives of the Switchmen's Union of North America over the union's pay and working rules demands. As of press time, however, there had been no move to invoke services of the National Mediation Board.

Union Shop Protest Upheld

The first legal decision in the clash between state "right-to-work" laws and the union shop amendments to the Railway Labor Act has come from Judge Jackson B. Chase of the Douglas County, Neb. district court, who upheld the protest of five Union Pacific employees to a union shop contract between the railroad and non-operating unions in his decision. He declared that a railroad employee in a non-operating position does not have to join a union in order to work.

The Nebraska law is an amendment to the state constitution passed in 1946. Under the union shop contract signed by the road last March, non-union employees were given 60 days to join the appropriate union or be subject to discharge. Just two days before the deadline, the five non-operating employees brought suit and Judge James Patton then issued a temporary restraining order which prohibited the UP from enforcing the contract.

In his decision, which will probably be appealed by the unions, Judge

Chase said: "The enforced discharge of employees from their interstate labor activities appears unreasonably far removed from the authorized federal field of interstate commerce regulation."

Meanwhile, the Amarillo, Tex., case involving 14 Santa Fe employees (*Railway Age*, January 18, page 11) continues. A jury has been selected and as of press time, carrier testimony was being presented.

Engineers' Wage Case Goes To Mediation Board

Representatives of the Brotherhood of Locomotive Engineers and of the nation's railroads jointly invoked, on January 18, services of the National (Railway) Mediation Board, after negotiations on the engineers' 30 per cent wage increase request, in progress since January 6, broke down.

Those making the announcement were: For the carriers—Daniel P. Loomis, chairman, Western Carriers' Conference Committee; W. S. Baker, chairman, Southeastern Carriers' Conference Committee; and J. W. Oram, chairman, Eastern Carriers' Conference Committee; and for the engineers—Guy L. Brown, grand chief engineer; and B. Frank Davisson, executive director of the B.L.E.'s 1953-54 wage movement.

Commenting on the development, Mr. Brown said: "We still are talking in friendly fashion but we have gone far enough to see that we cannot reach agreement on the issues. We believe . . . this further step should now be taken not only to avoid any semblance of a crisis but in the hope that a mutually acceptable settlement may be reached."

Equipment & Supplies

LOCOMOTIVES

The **Chicago & North Western** has ordered 37 diesel units. The Electro-Motive Division of General Motors will build 15 general-purpose units and two 600-hp. switchers; Fairbanks, Morse & Co., 10 1,600-hp. switchers; American Locomotive Company, seven 1,600-hp. road-switchers; and the Baldwin-Lima-Hamilton Corporation, three 1,200-hp. switchers.

FREIGHT CARS

The **Chicago & North Western** has ordered 25 steel cabooses from the International Railway Car Company for delivery this year.

The **Great Northern** has ordered 15 50-ton box cars with cushion underframes from the Pullman-Standard Car

Manufacturing Company, for delivery during the third week of February.

The **Lehigh Valley** has ordered 100 70-ton covered hopper cars and one 125-ton depressed center flat car from its own shops.

The **Union Tank Car Company** has ordered 850 50-ton tank cars from its own shops.

Organizations

Traffic Promotion Ideas

Plans to promote railway travel and freight traffic will be in the spotlight at the three-day Association of Railroad Advertising Managers' meeting in New Orleans, starting January 28. Addresses, panel sessions and informal discussions will center on aggressive competition in advertising with highway, air and water carriers, as well as between rival railroads. The January 29 docket will feature case histories of advertising programs conducted by several roads to meet unusual situations—described by men who helped plan and direct them.

At the annual dinner on the 29th, awards for distinguished contributions to railroad advertising will be made to Westinghouse Air Brake and American Cyanamid companies (for institutional ads), and to the Budd Company, General Time Corporation and International Nickel Company (for rail traffic promotion). Curtis Berrien, a Chicago advertising agency executive, will be guest speaker.

Presiding officers will include Chester C. Dilley (Milwaukee), president; Leo A. Brown (Wabash), and Carleton T. Sills (Denver & Rio Grande Western), vice-presidents; and Don B. Wallace (Canadian Pacific). All sessions will be held in the Jung Hotel.

The **Transportation Club** of the **Rochester Chamber of Commerce** will hold its 30th annual dinner at the Rochester (N.Y.) Chamber of Commerce February 4, at 6:30 p.m.

The next meeting of the **Wyoming Valley Traffic Club**, to be held February 3 at the Kingston House, Kingston, Pa., has been designated "Railroad Night." Phillip Young, assistant superintendent, Delaware & Hudson, will be the principal speaker.

The **Traffic Club of Kansas City** will hold its 34th annual dinner and installation of officers in the Hotel Muehlbach February 4.

The annual banquet of the **Railway Business Woman's Association of Chicago** will be held January 30 at the LaSalle Hotel. Guest speaker will be Charles H. Jones, vice-president and

general manager, Chicago South Shore & South Bend.

The **Newcomen Society** will honor the Northern Pacific and its president, Robert S. Macfarlane, at a national luncheon at the Hotel Pierre, New York, January 27. The life of Henry Villard, who, as NP president, completed the first northern transcontinental railroad in 1883, will be the subject of an address by Mr. Macfarlane.

The **Southwest Shippers Advisory Board** will hold its 95th regular meeting at the Baker Hotel, Dallas, Tex., January 26-28. The **Transportation Club of Dallas** will jointly sponsor the luncheon session on the final day. Lloyd Bentsen, Jr., member of Congress, will speak.

Supply Trade

Dunn Succeeds Trainer At American Brake Shoe

Kempton Dunn, first vice-president of American Brake Shoe Company, has been elected president, effective February 1. Maurice N. Trainer, president since 1950, has reached retirement age and has been appointed to the newly created post of vice-chairman.

Mr. Dunn, a native of Philadelphia,



Kempton Dunn

has been with the company since 1932, after graduating from Yale University. He became treasurer in 1942 and was also secretary of the company from 1947 to 1949, when he was elected a vice-president. He became first vice-president and a director in 1952.

American Car & Foundry Co. has established a new division, **ACF Electronics Company**, at Alexandria, Va., to specialize in engineering development and manufacturing in the field of electronics. It is headed by **J. Gilman Reid, Jr.**, recently re-



PAUL S. SETTLE, formerly division engineer for the Pennsylvania at Pittsburgh, who has been appointed vice-president of Railway Maintenance Corporation.

signed as director, electronics division, National Bureau of Standards.

John H. Van Moss, A.C.F. western sales manager at Chicago, who, at the company's request, has remained two years beyond normal retirement age, is now sales consultant. **Ellsworth B. Carpenter**, district sales manager at St. Louis, has been appointed western sales manager there, with jurisdiction over Chicago, St. Louis and San Francisco sales offices. **John E. Angst**, assistant western sales manager, has been named district sales manager at Chicago.

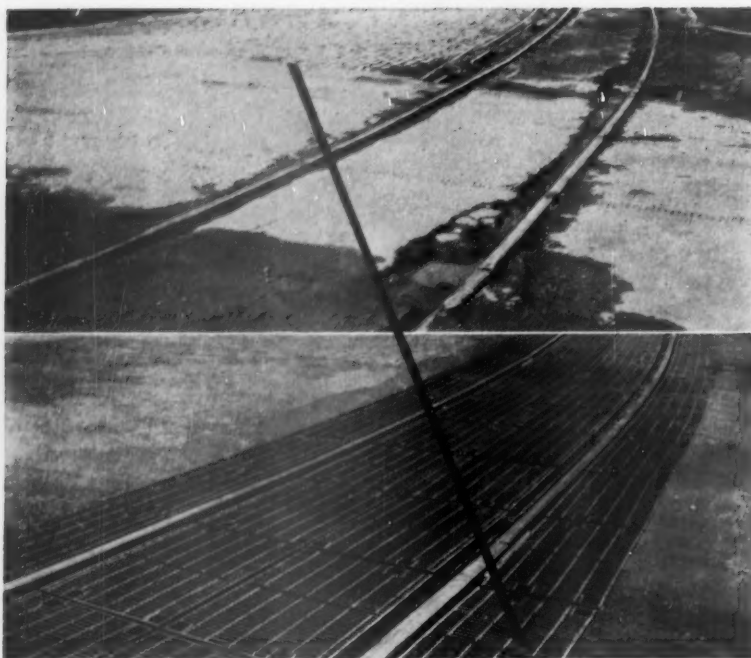
Pierre O. Wood, manager of service of the **General Steel Castings Corporation**, has been appointed sales engineer at Granite City, Ill.

K. H. Crone, assistant Chicago division manager of **Gustin-Bacon Manufacturing Company**, has been named division manager of the company's New York sales offices.

Baldwin-Lima-Hamilton Corporation has appointed **Kenneth A. Ayers** district manager of its Washington, D.C., office. He comes from Standard Oil Company of California, where his work consisted primarily of automotive and industrial engineering.

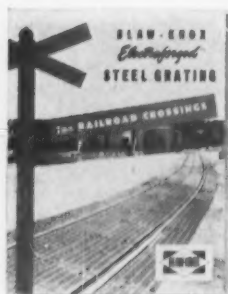
The **Pyle-National Company** has opened a district sales office in downtown Chicago, at 80 East Jackson boulevard, under direction of **John H. Devol**, district manager. **F. Lee Davis** has been appointed manager of industrial sales, succeeding **Frank M. Currie**, named supervisor of field sales.

K. J. Tobin, since 1947 midwest representative in Chicago for the Railroad Loading and Equipment division of **Evans Products Company**, has retired. He was associated with development of the Evans DF car and



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GRATING DEPARTMENT**

will be retained on an exclusive consulting basis.

J. V. Honeycutt, assistant vice-president of **Bethlehem Steel Company**, has been elected vice-president, sales, succeeding **Paul Mackall**, retired.

H. E. Hanson, diesel department manager of **Fairbanks, Morse & Co.**, at St. Paul, has been promoted to manager of the branch in that city, succeeding **L. A. Weem**, transferred to the Beloit, Wis., works as manager of materials and schedules.

The Ramapo Ajax division of **American Brake Shoe Company** has appointed **Albert F. Huber** vice-president in charge of engineering and **Fred W. Creedle** chief engineer. Mr.



Albert F. Huber

Huber, formerly chief engineer of the division, started with the company as draftsman in 1906. Mr. Creedle comes from the Chicago & North Western, where he was assistant engineer maintenance of way.

L. C. Holloman, Jr., manager of the south central sales division of **Hewitt-Robins Incorporated** at Houston, Tex., has been named assistant manager of the central sales division at Chicago.

The new location of **R. W. Neill Company**, is at 4719 W. Sunnyside avenue, Chicago.

OBITUARY

John S. Allen, 72, retired vice-president of National Railway Publication Company, publishers of the Official Guide, died at his home in South Orange, N.J., January 13.

Parker McCollester, 63, a leading practitioner before the I.C.C., died in New York January 12. Mr. McCollester, an expert on railroad rate problems, was senior partner in the firm of Lord, Day & Lord. Several years ago he represented the state of New York as special assistant attorney general in the so-called class rate case.

Securities

I.C.C. Approves New Boston & Providence Plan

The Interstate Commerce Commission has approved for the Boston & Providence a modified plan of reorganization which contemplates sale of the properties to the New Haven and gives B&P stockholders approximately \$103 per share.

The present plan comes out of the further hearings which the commission held after a previous plan which it approved in 1943 was disapproved by the B&P's reorganization court—the United States District Court for the District of Massachusetts.

As considerations for B&P properties under the new plan, the New Haven would issue and deliver to the B&P trustee \$3,039,213 of its first and refunding bonds, \$1,467,520 of its income bonds, and \$1,467,520 of its preferred stock, plus such amount of cash as would have been payable for interest and dividends on securities issuable under the plan, if such securities had been issued and dated as of January 1, 1940. Approximately \$3,371,524 would have been so payable to January 1, 1954.

Also, NH would assume all obligations and liabilities of the B&P, except claims represented by debentures. These claims of debenture holders total \$3,906,000; for them, claimants would get \$81,000 in cash and the NH bonds and most of the preferred stock listed above. B&P stockholders would be provided for out of proceeds from a small part of the preferred stock and the \$3,371,524 in cash which the NH would put up.

B&P properties include its 44 miles of main line between Providence, R.I., and Boston, Mass., which constitutes an important segment of the NH main line between New York and Boston. B&P also owns car repair shops at Readville, Mass., terminal facilities at Providence, and the Back Bay station in Boston. As to B&P obligations to use Boston's South Station and other properties of the Boston Terminal Company, the present plan would end such obligations by amending the B&P charter and amending or superseding its franchises and statutory obligations.

The majority report represented the view of seven of the commission's 11 members. Commissioner Clarke filed a dissenting opinion to which Commissioner Arpaia subscribed and Commissioners Knudson and Elliott did not participate.

Canadian Pacific.—*Equipment Trust Certificates.*—A. E. Ames & Co. and Salomon Bros. & Hutzler have placed privately \$25,020,000 of the CPR's 3½ per cent series M equipment trust certificates. The certificates will mature serially over the next 15 years.

Wabash-Chicago & Eastern Illinois.—*Relief from Competitive Bidding Requirements.*—The I.C.C. has granted relief from the usual competitive bidding requirements as the first step toward sale, by these roads, of \$4,650,000 in secured notes of a jointly owned subsidiary. The subsidiary will be formed by the roads to acquire the Rail-to-Water Transfer Corporation of Chicago. Proceeds from sale of the notes would be used to purchase the transfer corporation and to expand its facilities.

In seeking competitive bidding relief on sale of the proposed notes, the carriers told the I.C.C. that the investment market is "unsettled" with respect to notes guaranteed by railroads; that prospective bidders would not study the transfer situation thoroughly, and that "standby" financing would serve best in this instance. Halsey, Stuart & Co. opposed the carrier position. The relief which was obtained by Wabash and C&EI was for themselves and "such other carriers as may subsequently join with them." The two roads said it is possible that one or more additional carriers may decide to join in acquiring the transfer corporation.

The Wabash & C&EI will have to obtain additional I.C.C. approval before they can assume liability for, or guarantee, the proposed new notes (*Railway Age*, October 5, 1953, page 94).

Applications

CHICAGO & NORTH WESTERN.—To assume liability for \$6,495,000 of equipment trust certificates to finance in part equipment listed below, expected to cost a total of \$8,125,835.

	Description and Builder	Estimated Unit Cost
1,000	50-ton, 40-ft. box cars (Pullman-Standard Car Manufacturing Company)	\$ 6,318
30	50-ton, 50-ft. box cars (American Car & Foundry Co.)	7,697
3	1,600-hp. road-switching locomotives (American Locomotive Company)	202,835
2	1,600-hp. road-switchers (Alco)	194,314
2	1,600-hp. road-switchers (Alco)	180,936
2	600-hp. switching locomotives (Electro-Motive Division, General Motors Corporation)	89,288

The certificates, to be dated March 1, would mature in 15 annual installments of \$433,000 each, beginning March 1, 1955. They would be sold by competitive bids, with the interest rate to be set by such bids.

GREAT NORTHERN.—To assume liability for \$5,070,000 of equipment trust certificates, to finance in part 37 diesel units costing an estimated \$6,356,611:

	Description and Builder	Estimated Unit Cost
6	1,750-hp. freight "B" units (Electro-Motive Division, General Motors Corporation)	\$168,288
6	1,750-hp. road-switchers (General Motors)	198,707
23	1,750-hp. road-switchers (General Motors)	165,193
2	1,755-hp. road-switchers (General Motors)	177,601

The certificates, dated February 1, would mature in 30 semiannual installments of \$169,000 each, beginning August 1, 1954. They would be sold by competitive bidding, with interest rate to be set by such bids.

GULF, COLORADO & SANTA FE.—To execute a general income mortgage and to issue \$46,659,000 of general income mortgage bonds. The new bonds, with interest at 6 per cent and dated as of July 1, 1953, would be delivered to the road's parent, the Atchison, Topeka & Santa Fe. Purpose of the new issue is to refund various outstanding bond issues which have matured. Value of property subject to the proposed general income mortgage amounts to \$90,292,858, and the principal amount of bonds authorized

under the mortgage would be \$85,300,000. The new bonds would mature October 1, 1995.

PORTLAND TERMINAL (Maine Central).—To issue and sell \$1,000,000 of first mortgage gold bonds, proceeds from which would be used to pay a like amount of promissory notes due April 1, 1934. The notes were issued to provide temporary funds for 1933 capital improvements. The new bonds issued under the terminal's first mortgage of 1911, would be guaranteed by the Maine Central. They would be sold for \$77.79 with interest at 4 per cent. Winning bid for the bonds was submitted by Coffin & Burr, Boston.

SOUTHERN PACIFIC.—To assume liability for \$9,660,000 of series MM equipment trust certificates, to finance in part 37 new diesel units, nine passenger-train cars and 433 freight-train cars costing an estimated \$12,911,385:

	Description and Builder	Estimated Unit Cost
6	2,400-hp. freight units (Fairbanks, Morse & Co.)	\$247,629
25	1,750-hp. freight units (Electro-Motive Division, General Motors Corporation)	220,355
6	1,200-hp. freight units (General Motors)	115,279
8	lightweight chair cars (Budd Company)	163,686
1	lightweight chair car (Budd Company)	163,811
175	70-ton covered hopper cars (Pullman-Standard Car Manufacturing Company)	9,388
258	70-ton flat cars (Southern Pacific Equipment Company)	7,556

The certificates, dated as of January 1, 1954, would mature in 15 annual installments of \$644,000 each, beginning January 1, 1955. They would be sold by competitive bidding, with interest rate to be set by such bids.

SPOKANE INTERNATIONAL.—To issue and sell 28,464 shares of no-par common stock to its present common stockholders. The price would be \$15 per share, and present stockholders would be eligible to purchase one share for each six shares now held. The proceeds would reimburse the applicant for expenditures for additions and betterments and new facilities, and for payment of a \$20,000 bank loan, which have been made from income and treasury funds.

Authorizations

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—To assume liability for \$7,650,000 of series RR equipment trust certificates, to finance in part

65 diesel units and 100 new freight cars costing an estimated \$10,381,406 (*Railway Age*, December 7 1953, page 34). Division 4 approved sale of the certificates for 99.819, based on a 3½ per cent interest rate—the bid of Kidder, Peabody & Co. and four associates—which will make the average annual cost of the proceeds to the road approximately 3.15 per cent. The certificates, dated January 1, 1954, will mature in 30 semiannual installments of \$253,000 each, beginning July 1, 1954. They were reoffered to the public at prices yielding from 2 to 3.175 per cent, according to maturity.

ERIE.—To assume liability for \$5,400,000 of equipment trust certificates to finance in part 1,000 new freight cars costing an estimated \$6,937,652 (*Railway Age*, November 2, 1953, page 70). Division 4 approved sale of the certificates for 99.116, based on interest at 3 per cent—the bid of Kidder, Peabody & Co. and four associates—which will make the average annual cost of the proceeds to the road approximately 3.16 per cent. The certificates, dated January 15, 1954, will mature in 15 annual installments of \$360,000 each, beginning January 15, 1955. They were reoffered to the public at prices yielding from 2.3 to 3.15 per cent, according to maturity.

Security Price Averages

	Jan. 19	Prev. Week	Last Year
Average price of 20 representative railway stocks	60.38	58.40	68.85
Average price of 20 representative railway bonds	92.59	91.55	95.14

Dividends Declared

CHESAPEAKE & OHIO.—common, 7½¢, quarterly, payable March 20 to holders of record March 1; 3½% convertible preferred, 87½¢, payable May 1 to holders of record April 7.

GEORGIA R.R. & BANKING.—\$1.75, quarterly, payable January 15 to holders of record December 31.

LOUISVILLE, HENDERSON & ST. LOUIS.—5% preferred, \$2.50, semiannual, payable February 15 to holders of record February 1.

NORTHERN (NEW HAMPSHIRE).—\$1.50, quarterly, payable January 30 to holders of record January 14.

RUTLAND & WHITEHALL.—\$1, quarterly, payable February 15 to holders of record February 1.

SARATOGA & SCHENECTADY.—\$1.50, payable January 15 to holders of record January 2.



Engineer's Rear View Mirror

The Type "B" Brake Pipe Flow Indicator is much like a rear view mirror—it reflects what is going on in the brake pipe of his train—ofttimes a mile and a half away.

Westinghouse Air Brake
COMPANY

AIR BRAKE DIVISION



WILMERDING, PA.



**SAFETY
KEEPS
PACE
WITH**

SERVICE ON MORE THAN 100 RAILROADS

Service improves at a fast pace on American railroads. And, with the installation of WRRS Model 10 Automatic Signals, safety doesn't lag behind. Over 100 railroads have come to depend on the Model 10 Signal to keep their routes safe. Thousands of WRRS Model 10's guard busy railroad-highway crossings, yet there is not one accident on record as a result of operation failure on the part of these signals. We think that's a real safety record.

And Model 10's save costs, too . . . the first cost of installation and the second cost of maintenance. Analyses show that *numerous* crossings can be made safe with Model 10 installation for less than the cost of a single grade separation. Beside initial saving, Model 10's cost little to maintain . . . there is virtually no replacement of parts with these signals on the job.

WESTERN RAILROAD SUPPLY CO.

2428 S. Ashland Ave., Chicago 8, Illinois

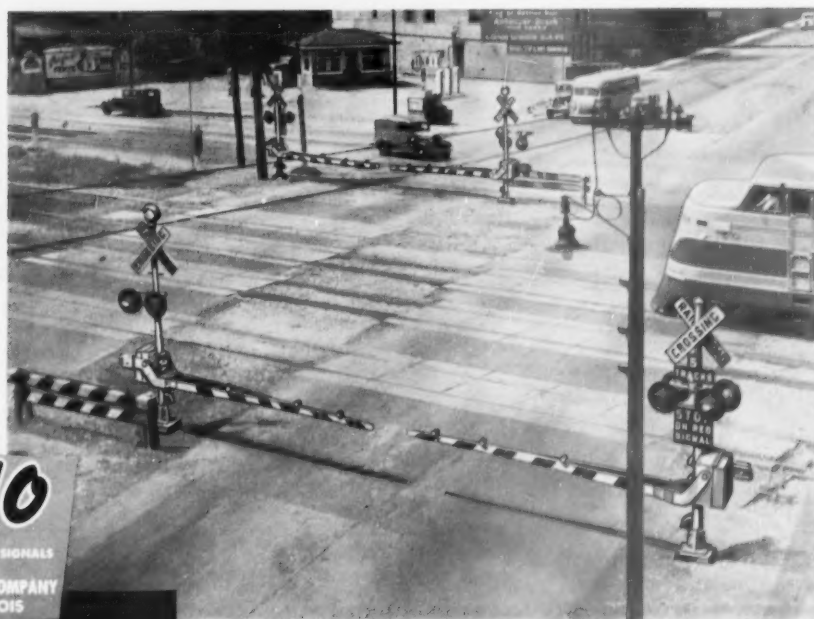
Write for
**SAFETY IS
YOUR BUSINESS**
Address
desk RA 154

Model 10



AUTOMATIC GRADE CROSSING SIGNALS
PRODUCT OF
WESTERN RAILROAD SUPPLY COMPANY
CHICAGO 8, ILLINOIS

LEADING MANUFACTURER OF GRADE
CROSSING SAFETY DEVICES—MAKER
OF RAILWAY SIGNALING ACCESSORIES



Model 10 installation on the C.R.I.&P. at 95th St., Chicago. Unusually heavy traffic (120 trains, 35,000 to 40,000 vehicles per day) give these signals the acid test for safety and efficiency. Record? Not a single fatality has occurred since installation in 1937.



**THEY
PREFER
TO GO
ON THE
B & O**



● That Budd RDC, convenient schedules and attractive fares can lure passengers back to the rails is dramatically demonstrated by the Baltimore and Ohio "Speedliners".

In December, 1950, they placed two RDCs in service between Brunswick, Maryland, Washington and Baltimore. Already they have more than repaid their purchase price.

In April, 1953, three more RDCs were assigned to the run between Pittsburgh and Versailles—seventeen and seven-tenths miles. Competing with street cars and buses, this service is in the black.

In September, 1953, they added five more RDCs to the Baltimore-Washington service, stepped up schedules to twenty-four round trips

a day, (11 are RDCs). So far, the rate of return on investment through increased revenue and decrease in operating cost has exceeded 35% of the purchase price per year.

And this run gives work to more train crews. Each crew makes its "day" with two round trips—at straight time rates.

In addition, RDC has enabled the B & O to abandon use of its turntable and yard at Versailles, and the land will be leased to a corporation which will provide large freight earnings.

There are a lot of advantages in RDC operation beside superior passenger service and low operating and maintenance costs.

The Budd Company, Philadelphia 15.

Budd

RDC BRINGS THEM BACK TO THE RAILS

for the man
... ON TRACK
... IN THE SHOP

10 Helpful Booklets

use coupon below to
order by number

For the engineering department and others interested, five reprints are on continuous rail and OXWELD'S RIBBONRAIL Service.

- 1 "Suburban Track Gets RIBBONRAIL"—the laying and use of continuous rail in busy Chicago suburban traffic.
- 2 "Transport Methods for Welded Rail"—answers many questions on how continuous rail is transported and laid.
- 3 "Crop, Weld, Saw—Secondhand Rails for New Yard"—shows how an Eastern railroad prepared and welded rail into longer lengths for a new switch yard.
- 4 "90 Miles of Continuous Welded Rail"—important facts on welded rail engineering and economics from a railroad that has wide experience with RIBBONRAIL Service.
- 5 "Progress in Rail Pressure Welding"—an 8-page reprint of a technical paper delivered at a national meeting of the American Welding Society.



Use the coupon below to get any or all of these free booklets. Be sure to designate the booklets you want by circling the numbers on the coupon.

**FILL OUT
AND MAIL**

2

The terms "Heliarc" and "Unionmelt" are registered trade-marks and "Ribbonrail" is a service-mark of Union Carbide and Carbon Corporation.

Oxweld Railroad Service Company
Room 1320, 230 North Michigan Avenue
Chicago 1, Illinois

Gentlemen:

Please send me the booklets which I have circled.

1 2 3 4 5 6 7 8 9 10

NAME.....POSITION.....

RAILROAD.....

ADDRESS.....

Circle the numbers of the booklets you want. If you want more than one copy please indicate.

For railroad men responsible for car and locomotive maintenance and also car construction, the five booklets described contain many new ideas on using HELIARC, sigma, UNIONMELT, and oxy-acetylene welding.

6 "Oxy-Acetylene Welding and Cutting as Applied to Railroads"—a technical paper written by the welding supervisor of a large southern railroad. Covers car and diesel locomotive practices.

7 "Reclamation of Diesel Engine Parts by HELIARC Welding"—repairs of many types of diesel parts—aluminum, stainless, cast iron—are given in this 10-page reprint.

8 "A New Method of Electric Welding Speeds Coupler Reclamation"—a large Midwestern road has adopted UNIONMELT welding to reclaim worn couplers more efficiently.

9 "New Railway Car-Building and Repair Shop Methods"—latest wrinkles in car-building by UNIONMELT welding and also valuable information on HELIARC and sigma welding.

10 "Welding at the Railroad Reclamation Plant"—how a Midwestern railroad that reclaims 175 different parts uses the oxy-acetylene process to make worn parts usable.



How U.P. central sign shop "mass produces" signs of **SCOTCHLITE**

Reg. U. S. Pat. Off.
BRAND
REFLECTIVE SHEETING

ANOTHER
 GREAT RAILROAD
 REFLECTORIZES



BY GEARING its central sign shop to the mechanized fabrication of reflectorized signs and signals, Union Pacific holds production costs to a minimum. Signs of "Scotchlite" Reflective Sheeting are quickly, easily made with this high speed vacuum applicator. One-man operated applicator bonds sheeting to sign surfaces—both new and old—in just six minutes flat! No special skills or long training necessary for operation. Write today for drawing of sign shop layout and sign production system. No obligation.

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BRAND

REFLECTIVE SHEETING



Made in U.S.A. by Minnesota Mining and Mfg. Co., St. Paul 6, Minn.—also makers of "Scotch" Brand Pressure-Sensitive Tapes, "Scotch" Sound Recording Tape, "Underseal" Rubberized Coating, "Safety-Walk" Non-slip Surfacing, "3M" Abrasives, "3M" Adhesives. General Export: 122 E. 42nd St., New York 17, N. Y. In Canada: London, Ont., Can.



NIGHTTIME VISIBILITY for signs and signals is provided by "Scotchlite" Sheeting. This brilliant reflective material is visible at half a mile in all weather, readable at one thousand feet. It meets and actually exceeds AAR signal section specifications.

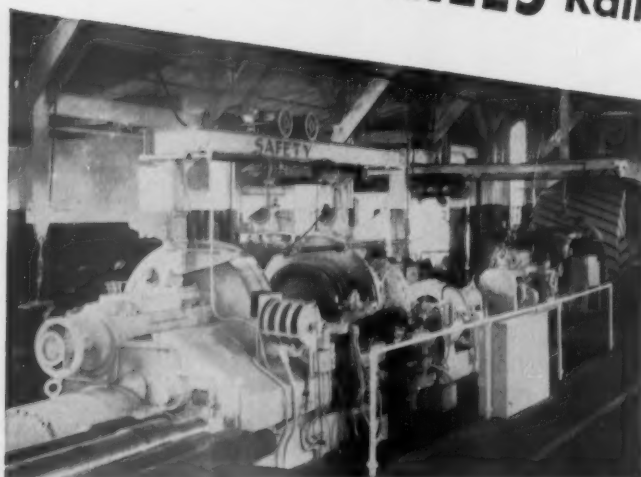


CUT-OUT LETTERS, patterned to your specifications, are quick and easy to apply. Need no drying time. Emblems and striping, too, of "Scotchlite" Reflective Sheeting save application-time... take but minutes to apply.



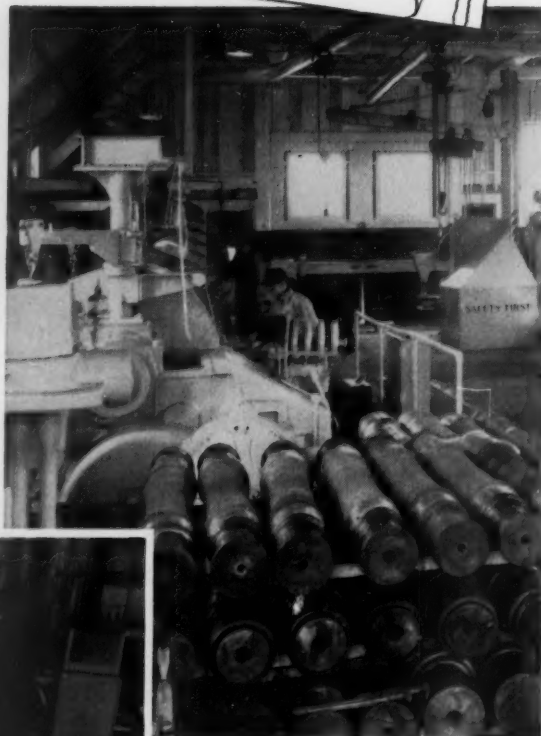
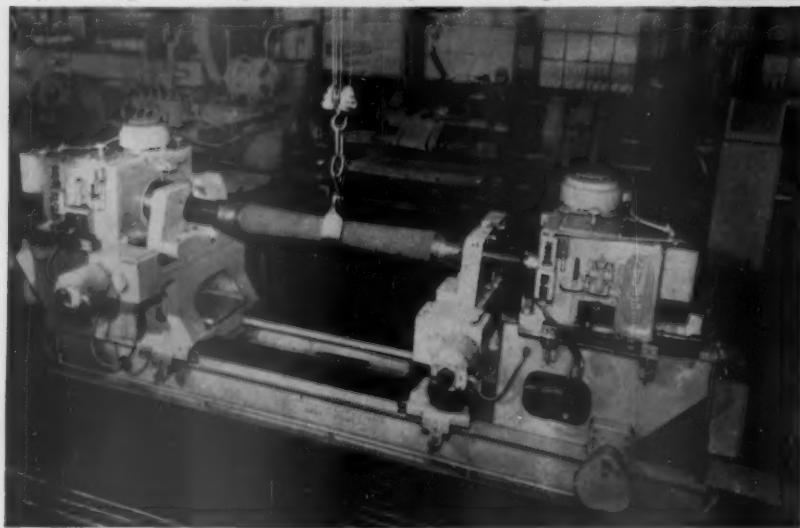
BALTIMORE & OHIO RAILROAD

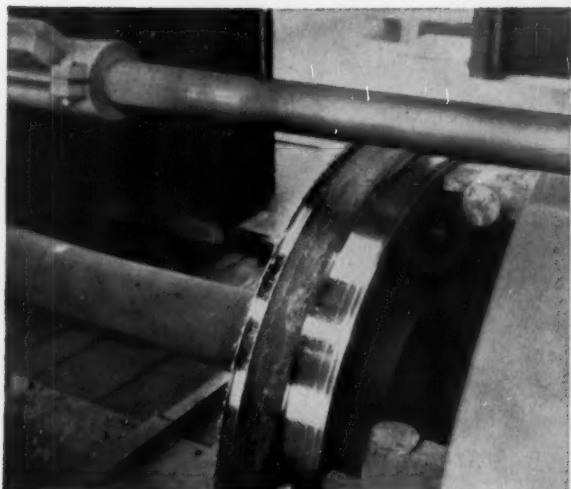
Constantly doing things—better! . . .
with modern **NILES** Railroad Tools



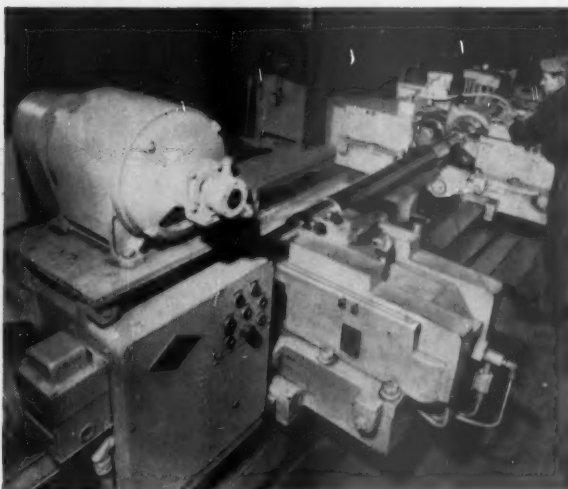
NILES 52" CAR WHEEL LATHE in the B & O's Ivorydale (Cincinnati) Shops verifies the B&O slogan "constantly doing things—better," by re-turning car wheels 140% faster than the lathe it replaced.

NILES HYDRAULIC AXLE CENTERING MACHINE in the B&O's Glenwood Shops assures high production and low waste by *automatically* centering or renewing centers on axles prior to turning.





CLOSE-UP of the turret on the Niles 52" Hydraulic Car Wheel Lathe profiling and flanging tools in simultaneous operation. This Ivorydale installation was the first equipped with hydraulic feed traverse and contour profiling.



NILES HYDRAULIC BURNISHING LATHE Glenwood (Pittsburgh) Shops is saving at the rate of 1,000 man hours for the first year and its fully automatic operation does better work uniformly.



SHOP SCENE at Ivorydale shows four of their modern Niles Railroad Tools in operation . . . Left Rear: Niles 52" Car Wheel Lathe; Right Rear: Niles 48" Wheel Borer at work; Right Center; Two Niles Center Drive Axle Lathes. Foreground: Stocks of axles and wheel sets before operations.



NILES 48" HYDRAULIC WHEEL BORER hub facing and hub turning at the Ivorydale B&O Railroad Shops.

BALDWIN - LIMA - HAMILTON

Hamilton Division • Hamilton, Ohio

NOW—A Two-Fisted Way To K.O. YOUR WEED PROBLEMS



TCA-CHLORATE Liquid Concentrate in Tank Car Lots for Spray Train Application.

General Chemical's "Rite-o-way" Brand TCA-CHLORATE is made especially for large-scale railroad weed control operations. This special high-strength formulation of sodium trichloroacetate and sodium chlorate is an outstanding all-purpose weed killer used on leading railroads. General Chemical's Railroad Weed Control Service will furnish you with a complete professionally-planned control program for using "Rite-o-way" TCA-CHLORATE and, if you desire, trained technical crews to do the spraying.

Rite-o-way
BRAND

**TCA-
CHLORATE**



"STA-KLOR" Spray Powder in 100-lb. Drums for Dry or Wet Application by your regular labor crews.

For those nuisance jobs of weed killing in terminal yards, rip tracks, storage yards, station curbs and driveways, switches, ladder tracks and many more. "STA-KLOR" is the same powerful herbicide as "Rite-o-way" TCA-CHLORATE, a high-strength formulation of sodium trichloroacetate and sodium chlorate. A convenient spray powder—it can be used both as a dust and a spray. Handy 100-lb. drums; can be applied by your regular labor crews.

GENERAL
CHEMICAL
WEED
CONTROL

Rite-o-way
BRAND

"STA-KLOR"*

Handle the big job with "Rite-o-way" TCA-CHLORATE, the nuisance jobs with "Rite-o-way" "STA-KLOR." They perform equally well because they are the same high-power chemical formulation—designed to give rapid kill to surface vegetation and underground root runners, and to suppress seed germination for months at a time. For further information write to . . .

Weed Killer Department
GENERAL CHEMICAL DIVISION
ALLIED CHEMICAL & DYE CORPORATION
40 Rector Street, New York 6, N. Y.



FOR HOT-BOX PREVENTION

REPKD X
■ PLYPAK
RR

A.A.R.
Stencil Showing That
Journals are Packed
With Plypak

Repack with

PLYPAK

**Contains and
Retains waste to
Provide positive
Lubrication**



A.A.R. APPROVED
FOR UNLIMITED
USE IN INTERCHANGE

While adequate inspection promotes "on time" performance, a car protected with PLYPAK retainers (as indicated by this stencil) requires least attention. PLYPAK holds and retains waste where it belongs for positive and ample lubrication.

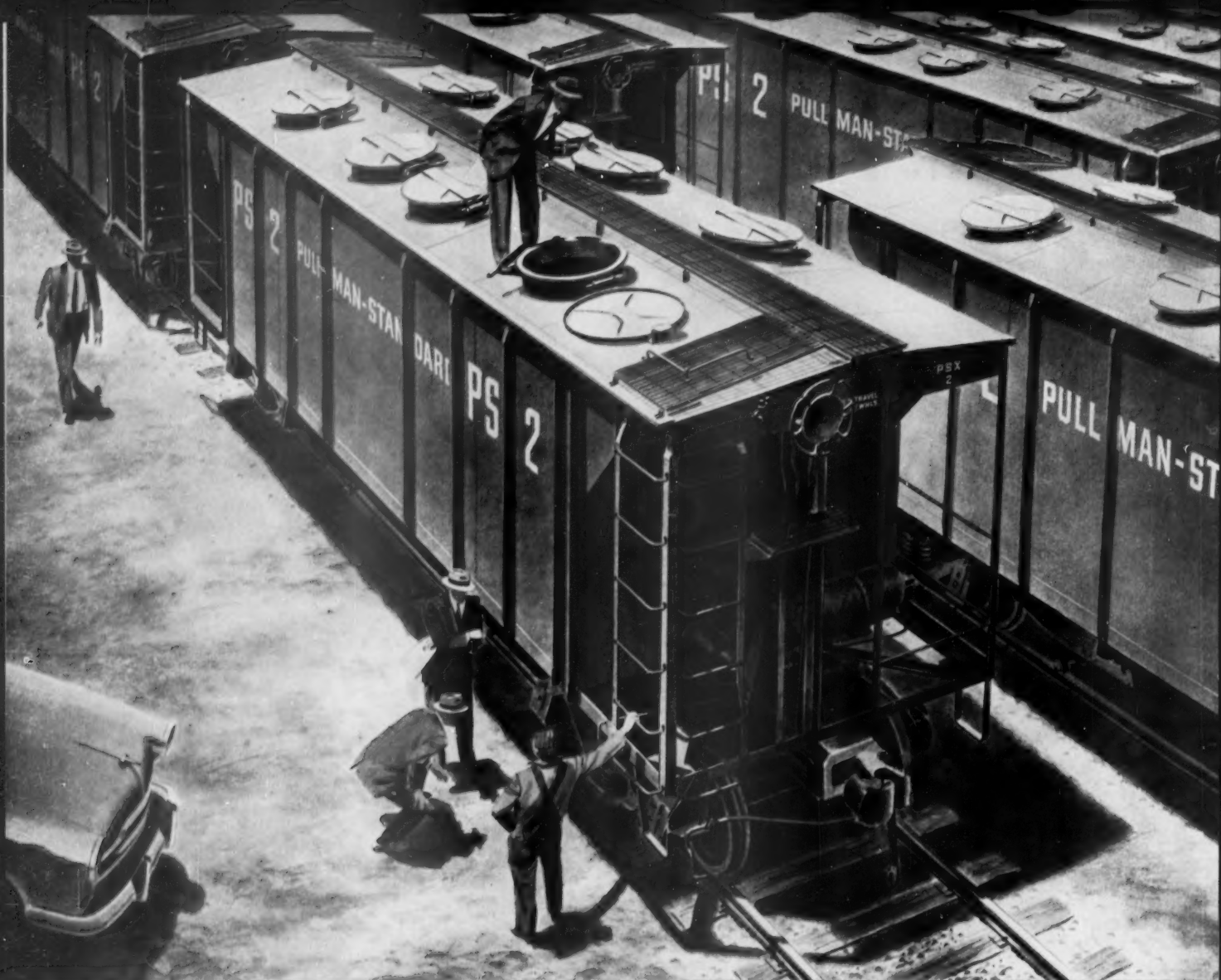
A one year service-test of 24,000 PLYPAK retainers on 3,000 hopper cars showed a marked reduction in the incidence of hot-boxes as compared with like cars in like service without PLYPAK protection. Tested, perfected, fully proven, the PLYPAK is now available.

Your inquiry will bring prompt response.

WAUGH EQUIPMENT COMPANY

420 LEXINGTON AVENUE, NEW YORK 17, N. Y.

CHICAGO — ST. LOUIS — CANADIAN WAUGH EQUIPMENT COMPANY, MONTREAL



THE PS-2 COVERED HOPPER CAR

The PS-2 Covered Hopper Car represents another Pullman-Standard achievement in freight-car standardization for dependability and economy. The design is new, and production includes extensive use of automatic arc welding.

In addition to the sturdier construction, characteristic of standardized freight cars, some of the PS-2's features include: improved circular hatches; smooth self-cleaning hoppers; and a sturdier, safer roof.

NEW BOOKLETS

Anyone concerned with Covered Hopper Cars, Box Cars or Hopper Cars will be interested in the facts, specifications and details contained in these illustrated booklets. Write for a copy of any one or all three.



LOOK

at these standardized cars

Like the PS-1 Box Car and the PS-3 Hopper Car, the PS-2 Covered Hopper Car is the result of tested design and continuous production.

This means that railroads are benefiting from top-quality freight cars produced more economically.

These standardized cars include the advantages of continuous production and the economies of specialized tools and techniques.

Their stamina and continual improvement are influenced by "on-line" checking by Pullman-Standard Sales and Service engineers and laboratory testing by Research and Development engineers.

Features of the new PS-2s are many: new all-around strength; special welded design that means quick, clean unloading with no material retaining ledges, projections or structural pockets; and new center pressure locking hatch covers, on the circular hatches, add weather protection.

PS-2 design allows this car to be adapted to a three or four-hopper car for the transportation of various bulk commodities.

1,405 PS-2 Covered Hopper Cars have been bought by ten railroads—an indication that standardized cars are a sound, revenue-building investment.

YOUR NEEDS CREATE THE PULLMAN "STANDARD"

PULLMAN-STANDARD

CAR MANUFACTURING COMPANY

SUBSIDIARY OF PULLMAN INCORPORATED

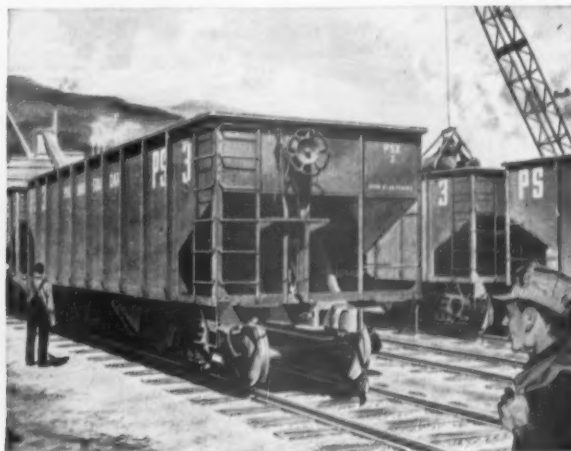
79 EAST ADAMS STREET, CHICAGO 3, ILLINOIS

BIRMINGHAM, PITTSBURGH, NEW YORK, SAN FRANCISCO, WASHINGTON



THE PS-1 BOX CAR

The PS-1 is a good example of the progressing standard which is so important in the successful operation of these cars. Pullman-Standard Research and Development engineers have never stopped testing, proving and improving the standardized PS-1. They continue to anticipate the railroads' needs for better, more economical freight cars. Under laboratory control, Research and Development technicians reproduce service hazards. The cars are subject to conditions more severe than those actually ever encountered.



THE PS-3 HOPPER CAR

The specifications of the PS-3 resulted from a thorough inspection of virtually every type of hopper car in service, and from a study of the effect, on the cars, of current handling practices. They incorporate proven advantages, omit potential trouble spots.

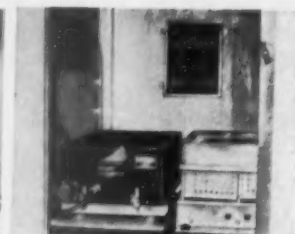
Among the objectives set for these cars were three which dictated welded construction: maximum strength at all vital points, maximum corrosion resistance, and smooth interiors for fast loading.

these C-D installations are paying off!



RACK-MOUNTING

C-D vibrator converter installation showing rack-mounting with plug-in feature which simplifies wiring and facilitates installation.



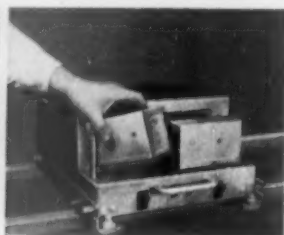
CONVENIENT SIGNAL

Pilot light changes from green to red to indicate operation on stand-by vibrator. No attention is required from the train crew.



SELF-SERVICING

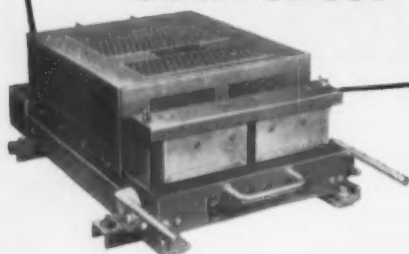
Potented C-D dual vibrator circuit with automatic switch-over, assures uninterrupted radio communications en route.



ONLY 2 MINUTES

This railroad finds that it takes only two minutes to plug in a fresh vibrator at the depot, during routine maintenance check-up.

C-D vibrator converter



- Saves 60% on cost of initial installation
- Saves 50% each year on maintenance
- Services itself en route
- Field-proved and accepted by over 50 leading railroads

Write for our catalog, Cornell-Dubilier Electric Corp., Dept. RA14A, Indianapolis Division, 2900 Columbia Ave., Indianapolis, Indiana. Affiliated Member A.A.R.



CONSISTENTLY **CORNELL-DUBILIER** DEPENDABLE

VIBRATOR CONVERTERS WITH RAILROAD DEPENDABILITY
by the makers of world-famous C-D capacitors

PLANTS IN: SO. PLAINFIELD, N. J.; NEW BEDFORD, WORCESTER & CAMBRIDGE, MASS.; PROVIDENCE & HOPE VALLEY, R. I.; INDIANAPOLIS, IND.; FUGAT SPRINGS & SANFORD, N. C.; SUBSIDIARY: RADIANT CORP. CLEVELAND, O.

Lewis seal-tite large head car bolts



Especially designed for tank car running boards, but may be used in wood wherever larger heads are required. Seal-tite fins prevent turning. Beveled head provides water-tight seal, prevents tearing of wood fibers. Available in Hot-Dip Galvanized finish for Double-Life, greater economy.

See your Lewis representative, or contact factory for samples, prices, full details.



Cross section of head, from above, showing fins, bevel and shank. Bolt available with Lektite Nut (2 or std. sq. nuts).

Lewis BOLT & NUT COMPANY
504 Malcolm Ave. S. E.
MINNEAPOLIS 14, MINNESOTA



YOUNGSTOWN STEEL CAR CORPORATION
NILES, OHIO

Large scale producers of . . . big weldments on a production basis—die pressed channels for bus, truck and trailer chassis—railway cars, repairs and parts—miscellaneous heavy presswork.

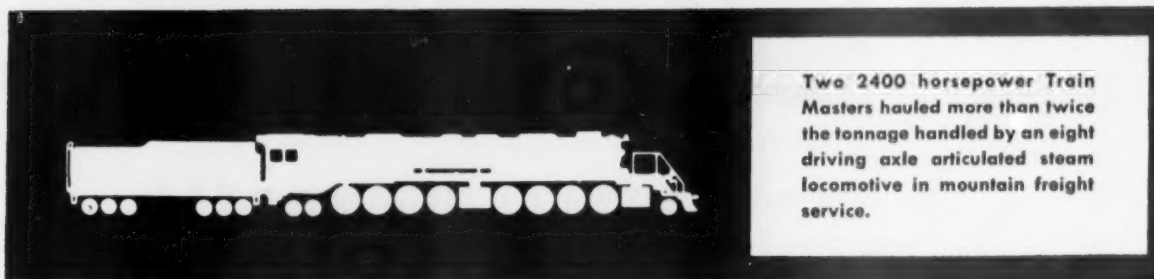
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40 Ton Steel Sheathed Box Cars
50 Ton All Steel Gondolas
70 Ton All Steel Gondolas
8000 Gal. Tank Cars Cl. III
Coiled—Non Coiled
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Locomotives—Car Parts—Tanks

HYMAN-MICHAELS CO.
122 S. MICHIGAN AVE.
CHICAGO 3, ILL.

San Francisco Los Angeles St. Louis New York

in Mountain freight service . . .



Two 2400 horsepower Train Masters hauled more than twice the tonnage handled by an eight driving axle articulated steam locomotive in mountain freight service.

Funds Spent for Steam Locomotive Repairs

. . . can Earn more when invested in Diesels

. . . can Earn the Most when invested in Train Masters.



TRAIN MASTER

. . . trend maker in today's move toward more powerful . . . more useful Diesel motive power.

Fairbanks, Morse & Co., 600 So. Michigan Ave., Chicago 5, Ill.



FAIRBANKS-MORSE

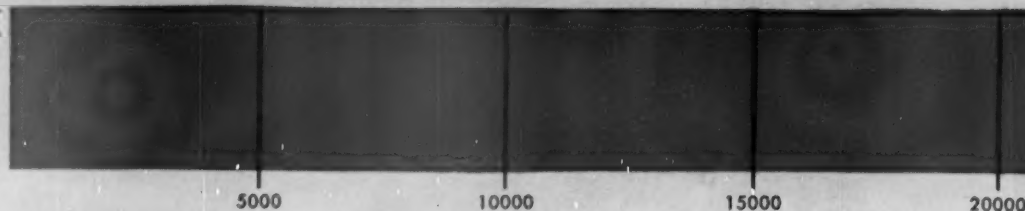
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LADING DAMAGE INDEX

Car Outbound
Mounted on short-travel coil springs

Same Car Inbound
Mounted on ASF Ride-Control Packages



VISUAL PROOF

3,085

Detailed results of typical test run... Compare the
"before and after" riding qualities of the test car!

CAR OUTBOUND

27.9 Miles
145,000 Lbs.
AAR 1936 Coils
56 M.P.H.

Service Factors

Distance
Rail Load
Type Springing*
Maximum Speed

SAME CAR INBOUND

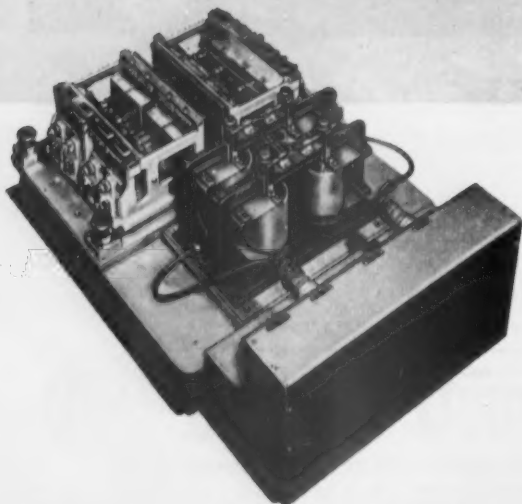
27.9 Miles
145,000 Lbs.
ASF Ride-Control Packages
84 M.P.H.

Actual Impact Count—and Lading Damage Index Factor

10,908	.25G	4894 x 1	— 4,894	2,699	.25G	2590 x 1	— 2,590
6,014	.50G	3631 x 4	— 14,524	109	.50G	100 x 4	— 400
2,383	.75G	1667 x 9	— 15,003	9	.75G	7 x 9	— 63
716	1.00G	716 x 16	— 11,456	2	1.00G	2 x 16	— 32
Lading Damage Index			45,877	Lading Damage Index			3,085

(NOTE: Lading damage index reduced 93.3%. Discount the relatively harmless .25G impacts and the reduction is 98.7%, even though test car travelled 84 M. P. H. on the return trip!)

*Approximate time required for change to Ride-Control Packages: 12 minutes!



How the tests were conducted

Consist of ASF Test Train at Atlantic City was 2 identical 50-ton box cars, an "operations car" (with observation dome) and 2 passenger cars.

One box car was equipped with ASF Ride-Control Trucks. The other box car was mounted on AAR 1936 coils for the outbound run; for the return trip *on the same track*, it was remounted on ASF Ride-Control Packages.

Sensitive accelerometers (shown at left) were located at each end of each box car. They measured the lateral and vertical shocks, recorded in the operations car.



25000

30000

35000

40000

45,877

of smoother freight hauls!

**Take a freight car with short-travel coil springs
...remount it on ASF Ride-Control® Packages
...and the graph above shows how the lading
damage index is reduced over 90%.**

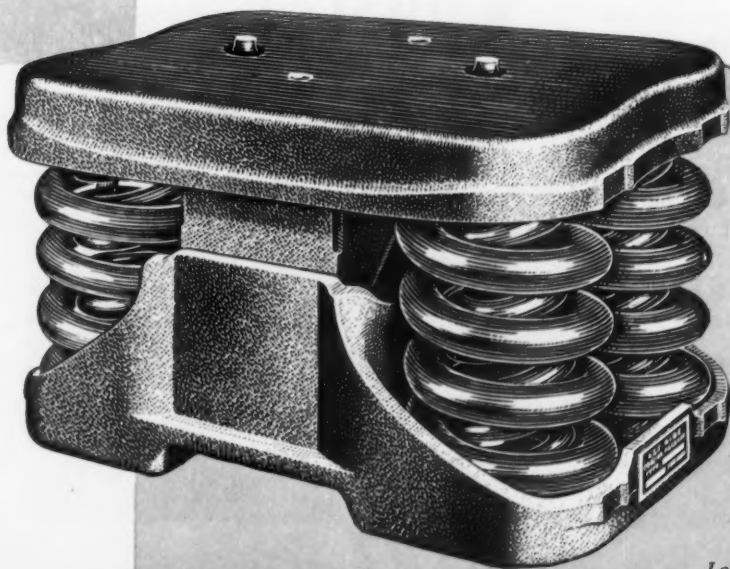
One of the fastest ways to cut lading damage claims is to bring *all* your freight cars up to modern riding standards... *credit old short-travel springs against an investment in ASF Ride-Control Packages.* The Atlantic City runs with the ASF Test Train prove how a quick changeover from 1936 coils to the Package practically revolutionizes the riding qualities of an otherwise identical car. Typical test results are shown at left.

And, smoother riding is only the most obvious reason why ASF Ride-Control Packages

quickly pay for themselves. Ask yourself how much rough riding costs your road in terms of frequent car repairs, higher maintenance of way, cars suitable for restricted use only. Then consider the economy of a general repairs program that includes giving your older cars riding qualities closely comparable to a brand-new car!

Call your nearest ASF Representative—for the facts on how an investment in Ride-Control Packages can quickly be written off.

**Bring YOUR older cars up to
modern riding standards...with**




ASF

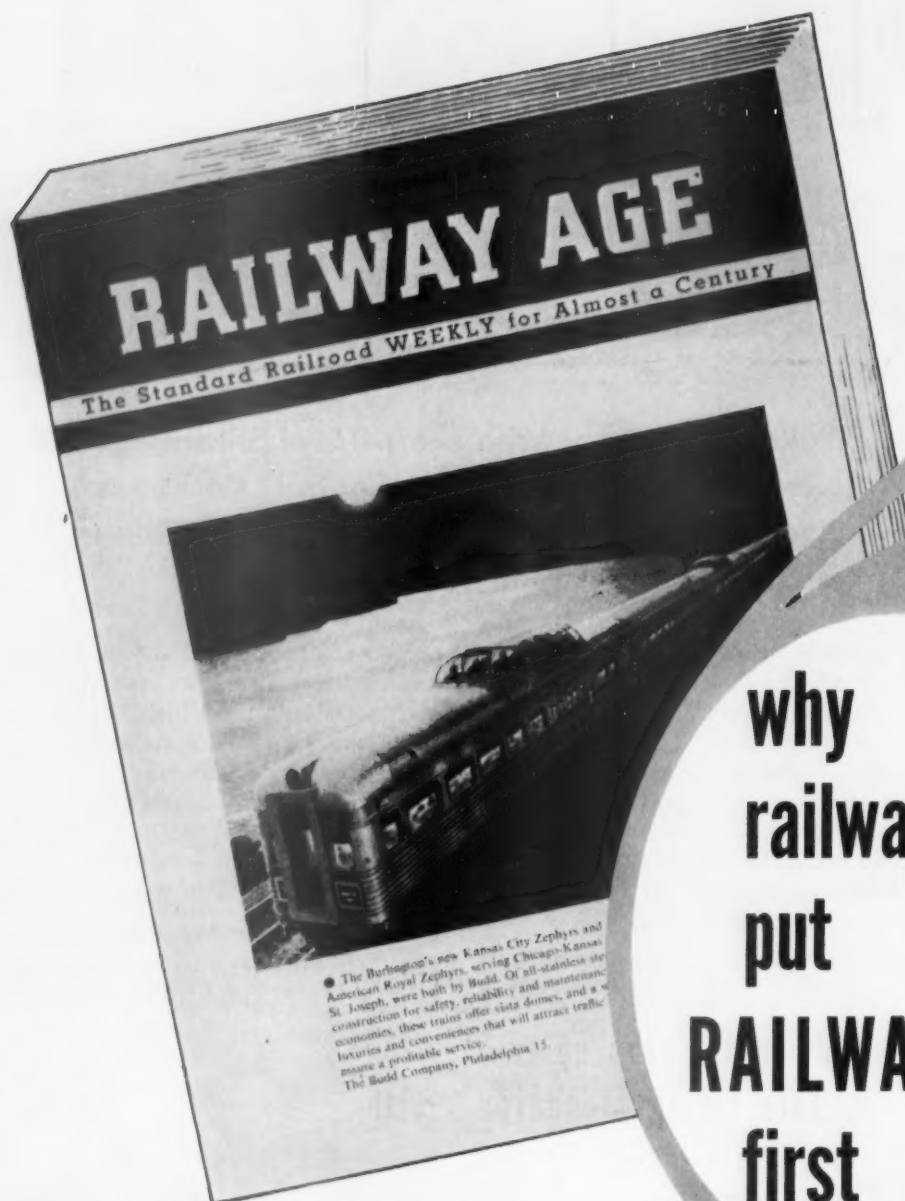
RIDE-CONTROL PACKAGES

AMERICAN STEEL FOUNDRIES

410 N. Michigan Avenue, Chicago 11, Illinois

Look for this MINT  MARK on the running gear you specify

Canadian Sales: International Equipment Co., Ltd., Montreal 1, Quebec

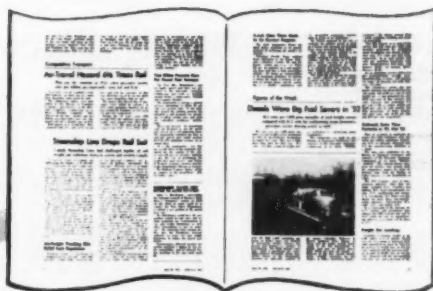


why
railway men
put
RAILWAY AGE
first

In an impartial 1952 survey made by the Research Department of Charles L. Rumrill & Company, Inc., railway executives voted 6 to 1 for **RAILWAY AGE** as the publication most useful to railroad management. The recent doubling of paid railway circulation within a two-year period confirms this finding.

Advertisers, voting with hard dollars, also put **RAILWAY AGE** far in the lead in its field. In 1952 **RAILWAY AGE** carried 83% more advertising pages than the next publication.

RAILWAY AGE is part of the business of railroading



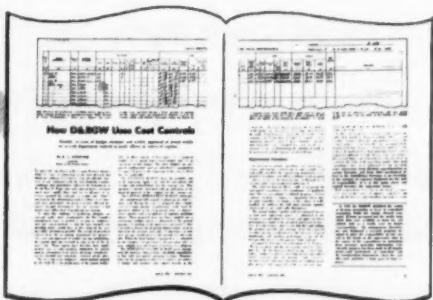
news

News impact is what gives force to RAILWAY AGE—the only railway business publication that covers news of importance to the industry . . . *weekly*.



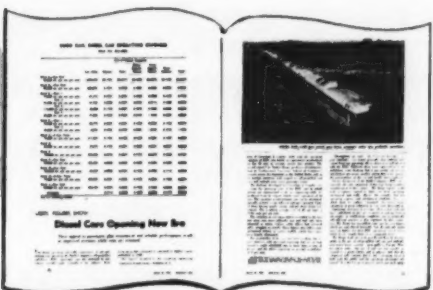
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RAILWAY AGE reports all significant developments in the technical phases of railroading from the management and business viewpoints.



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trends

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REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)
MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1953

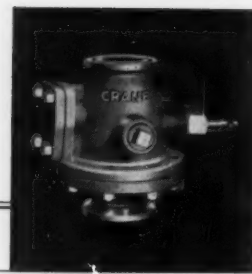
Name of Road	Average revenue passenger miles during period	Operating Revenues			Operating Expenses			Net operating income	Net railway tax	Net railway income
		Freight	Pass.	Total	Freight	Pass.	Total			
Akron, Canton & Youngstown	Nov. 11 mos.	171	8,469	8,640	171	8,469	8,640	894	842	894
Atchafalaya, Topeka & Santa Fe System	Nov. 11 mos.	171	5,718	5,889	171	5,718	5,889	826	871	826
Atchafalaya, Topeka & Santa Fe System	Nov. 11 mos.	13,095	39,270	52,365	13,095	39,270	52,365	4,391	3,946	4,391
Atlanta & St. Andrews Bay	Nov. 11 mos.	42	318	360	42	318	360	62	93,388	62,799
Atlanta & St. Andrews Bay	Nov. 11 mos.	82	3,383	3,465	82	3,383	3,465	81	82	81
Atlanta & West Point	Nov. 11 mos.	93	286	379	93	286	379	548	999	548
Western of Alabama	Nov. 11 mos.	133	3,993	4,126	133	3,993	4,126	31	313	313
Atlantic & Danville	Nov. 11 mos.	133	3,334	3,467	133	3,334	3,467	495	697	495
Atlantic & Danville	Nov. 11 mos.	205	1,224	1,429	205	1,224	1,429	3	13	3
Atlantic Coast Line	Nov. 11 mos.	5,379	10,206	15,585	5,379	10,206	15,585	20	398	103
Charleston & Western Carolina	Nov. 11 mos.	343	516	860	343	516	860	62	77	62
Baltimore & Ohio	Nov. 11 mos.	343	6,204	6,547	343	6,204	6,547	1,348	1,441	1,348
Baltimore & Ohio	Nov. 11 mos.	6,186	30,229	36,415	6,186	30,229	36,415	791	847	791
Staten Island Rapid Transit	Nov. 11 mos.	29	227	256	29	227	256	43	36	43
Bangor & Arundel	Nov. 11 mos.	29	257	286	29	257	286	307	399	307
Bowman & Lake Erie	Nov. 11 mos.	602	11,053	11,655	602	11,053	11,655	244	110	169
Bowman & Lake Erie	Nov. 11 mos.	209	2,459	2,668	209	2,459	2,668	1,536	1,444	1,536
Boston & Maine	Nov. 11 mos.	1,679	5,866	7,545	1,679	5,866	7,545	504	665	485
Cambria & Indiana	Nov. 11 mos.	35	143	178	35	143	178	84	837	62
Canadian Pacific Lines in Maine	Nov. 11 mos.	234	321	555	234	321	555	108.5	799	307
Canadian Pacific Lines in Vermont	Nov. 11 mos.	90	300	390	90	300	390	15	15	109
Central of Georgia	Nov. 11 mos.	1,786	2,894	4,680	1,786	2,894	4,680	702	736	869
Central of New Jersey	Nov. 11 mos.	615	4,066	4,681	615	4,066	4,681	406	464	507
Central of New Jersey	Nov. 11 mos.	617	48,678	49,295	617	48,678	49,295	4,654	5,333	4,904
Central Vermont	Nov. 11 mos.	422	787	1,209	422	787	1,209	307	307	155
Chesapeake & Ohio	Nov. 11 mos.	511	24,321	24,832	511	24,321	24,832	4,074	7,093	4,074
Chicago & Eastern Illinois	Nov. 11 mos.	868	2,311	3,179	868	2,311	3,179	331	419	527
Chicago & Illinois Midland	Nov. 11 mos.	130	758	888	130	758	888	90	128	112
Chicago & North Western	Nov. 11 mos.	7,874	148,448	156,322	7,874	148,448	156,322	2,345	3,183	2,345
Chicago, Burlington & Quincy	Nov. 11 mos.	8,867	19,405	28,272	8,867	19,405	28,272	3,816	4,664	4,066
Chicago Great Western	Nov. 11 mos.	1,468	2,690	4,158	1,468	2,690	4,158	3,867	4,700	3,962
Chicago, Indianapolis & Louisville	Nov. 11 mos.	1,468	2,644	4,112	1,468	2,644	4,112	338	341	350
Chicago, Milwaukee & St. Paul	Nov. 11 mos.	10,639	17,561	28,200	10,639	17,561	28,200	1,180	1,179	1,180
Chicago, Rock Island & Pacific	Nov. 11 mos.	7,904	12,614	20,518	7,904	12,614	20,518	2,317	2,143	2,317
Chicago, St. Paul, Minn. & Omaha	Nov. 11 mos.	1,627	2,798	4,425	1,627	2,798	4,425	321	315	321
Cincinnati	Nov. 11 mos.	317	1,882	2,199	317	1,882	2,199	837	890	837

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)
MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1933

Name of Road	Average mileage operated during period	Operating Revenues			Total and Depreciation			Operating Expenses			Net from operation			Net railway income		
		Total (inc. misc.)			Total and Depreciation			Total and Depreciation			Total and Depreciation			Total and Depreciation		
		1933	1932	1931	1933	1932	1931	1933	1932	1931	1933	1932	1931	1933	1932	1931
Pittsburgh & Shawmut	97	206	211	19	40	40	40	40	40	40	40	40	40	40	40	40
Pittsburgh & West Virginia	11 mos.	2,228	2,057	18	41	41	41	41	41	41	41	41	41	41	41	41
Reading	11 mos.	8,347	8,405	7,811	3,316	259	1,872	387	651	1,987	6,385	6,085	7,079	2,020	927	1,332
Reading	11 mos.	1,309	9,563	6,006	10,824	12,024	1,814	2,000	2,260	2,179	446	148	3,989	8,510	8,619	1,377
Richmond, Fredericksburg & Potomac	11 mos.	1,310	109,066	6,379	122,652	120,212	18,590	17,846	2,410	24,842	23,424	1,692	44,835	94,411	92,715	77.1
Rutland	11 mos.	118	1,308	425	2,053	2,151	369	340	25	321	293	730	1,557	1,435	1,265	214
Sacramento Northern	11 mos.	118	13,856	5,976	25,221	25,713	4,169	3,782	276	3,063	3,075	712	17,205	16,544	16,882	64.5
St. Louis-San Francisco	11 mos.	397	3,962	103	4,648	5,212	849	859	125	684	878	132	2,095	4,152	4,792	89.3
St. Louis-San Francisco & Texas	11 mos.	265	1,177	...	1,833	431	93	51	4	2	82	198	161	108.0	37.3	114
St. Louis-Southwestern Lines	11 mos.	265	4,088	...	4,170	3,048	716	708	2	211	164	44	2,129	707	1,150	64.5
Seaboard Air Line	11 mos.	4,601	9,039	376	10,181	11,378	1,611	1,700	176	1,592	1,834	487	3,653	7,648	7,981	75.1
Southern	11 mos.	4,080	119,417	12,584	143,235	146,158	22,141	21,488	2,132	19,268	19,332	5,260	3,750	89,383	88,107	75.1
Alabama Great Southern	11 mos.	397	6,933	35	8,066	8,802	1,198	1,191	19	73	59	12	278	1,751	3,220	68.0
Georgia Southern & Florida	11 mos.	397	7,352	72	9,082	8,320	1,350	1,112	112	112	112	112	112	112	112	60.1
New Orleans & Northeastern	11 mos.	203	11,403	543	12,616	11,360	1,829	1,696	202	1,402	1,387	275	213	3,924	3,397	70.0
Southern Pacific	11 mos.	8,119	34,586	2,708	40,146	42,980	4,841	4,416	640	9,056	8,078	1,866	839	16,030	13,369	62.0
Texas & New Orleans	11 mos.	4,290	10,042	529	11,416	12,434	1,801	1,571	338	1,653	1,579	88	273	4,017	3,300	71.6
Spokane International	11 mos.	132	1,099	1	1,112	1,222	222	222	222	222	222	222	222	222	222	222
Spokane, Portland & Seattle	11 mos.	944	2,020	61	2,820	2,568	339	368	51	279	303	100	67	869	2,364	67.0
Tennessee Central	11 mos.	944	26,357	932	28,847	28,645	4,252	4,544	481	3,887	3,631	1,914	800	10,456	26,505	72.4
Texas & Northern	11 mos.	286	4,439	35	4,434	5,033	93	94	5	69	60	22	12	136	336	63.6
Texas & Pacific	11 mos.	161	2,965	...	3,132	3,243	607	754	68	349	364	91	101	693	1,978	63.6
Toledo, Peoria & Western	11 mos.	239	6,220	...	6,300	6,833	86	108	7	86	390	11	35	1,546	3,688	59.8
Union Pacific	11 mos.	9,821	39,514	2,362	44,878	44,551	4,913	5,558	538	7,975	8,078	1,286	929	15,954	13,358	60.6
Utah	11 mos.	110	1,185	...	1,188	1,260	216	255	2	34	41	9	37	1,101	1,115	73.0
Virginian	11 mos.	611	2,806	1	2,951	3,567	532	558	59	804	828	190	8	397	1,146	96.3
Wabash	11 mos.	2,303	8,849	374	9,905	10,214	1,296	1,153	193	1,377	1,236	378	310	4,024	7,316	73.2
Ann Arbor	11 mos.	294	7,891	12	8,14	694	92	95	15	142	129	30	28	362	644	72.7
Western Maryland	11 mos.	873	3,929	64	4,179	4,415	510	504	47	912	695	200	95	1,173	2,898	83.6
Western Pacific	11 mos.	1,193	4,245	146	4,471	5,178	875	815	93	641	611	169	191	1,106	3,019	68.2
Wisconsin Central	11 mos.	1,046	2,213	25	2,351	2,641	366	313	36	547	412	76	72	1,116	2,190	66.2

new protection for steam heat lines



CRANE

locomotive end valves

how it works

The inlet body has an integral piston chamber in which the disc assembly rides. When the stem is turned, the pinion gear moves a rack that opens and closes pilot and main discs. For *Bleed* position, rotate stem clockwise 25°. This opens pilot disc for restricted flow. For *Open* position, rotate stem clockwise 180°. For *Closed* position, rotate the stem counter-clockwise 180°. Spring-actuated roller snaps into detent cam depressions to retain discs in any of the three positions.

Look close at this important link in railway steam-heat efficiency. Note in particular the unique Crane two-disc design that assures easy manual operation whether the need is for full flow, tight shutoff or restricted flow (bleed). Here, too, is rugged construction that resists shock and vibration.

The inlet body is cast steel. Outlet body is Crane Exelloy (stainless iron) with integral seats. Stem and rack are aluminum bronze. Both main disc and pilot disc are Crane No. 49 Nickel Alloy. Triplex Steel studs and a Cranite gasket provide a tight seal at body joint. Stuffing box packing is one-piece molded asbestos. Working pressures: 300 pounds steam, 600°F. max. temperature. Size 2½ inch.

But to get better acquainted with this new Crane quality End Valve, write or ask your Crane Representative for End Valve Folder AD-1943.

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What's New in Products



Towmotor Roll-Off Accessory

The Towmotor Roll-Off Accessory, which aids in rapid lengthwise storing of long loads, has been introduced by the Towmotor Corporation, 1226 East 152nd st., Cleveland 10, Ohio. The device stores unit loads of lumber or other lengthy loads such as bar steel

and pipe, lengthwise in stacks, without manual handling. It consists of two hollow forks with a roller attached to the outside edges. The units fit sheath-like over standard Towmotor trucks. The device is connected to the main hydraulic system with quick detachable couplers, and is operated by a valve in the cab. •

cleaning of inaccessible spots on the trucks of cars, and diesel locomotives of all types.

For cleaning the tops of fuel oil tanks, a smaller Sellers high-pressure cleaner of 600-gal. capacity is available. It may be located conveniently with respect to the other cleaning facilities and equipped with a short hose and single nozzle which permits the operator to flush off thoroughly all dirt, oil, or grease residue lodged in the restricted space above fuel tanks. •



Whiting Portable Electric Jack

The Whiting Corporation, Harvey, Ill., has developed a new Model-MA 35-ton portable electric jack of rugged construction, which, because it is well balanced, with large rubber-tired wheels and antifriction bearings, can, it is stated, be easily moved by one man. The two main wheels are 20 in. and the single steering wheels 12 in. in diameter. Four of these jacks are effectively used in raising and supporting diesel locomotive or passenger car bodies while trucks are being changed. The wheels are retracted while jacking and the jack base stands firmly on the floor.

Each jack is equipped with individual push button control, making it easy for the operator to run the lifting bracket up against the locomotive jacking pad. With all jacks in working position, the operator can then control the hoisting and lowering of the complete set of four jacks by means of a pendant master push button which may be plugged into either jack No. 1 or



Diesel Truck Cleaner

The Sellers Injector Corporation, 1600 Hamilton street, Philadelphia 30, Pa., has recently introduced a 6,000-gal. per hr. high-pressure jet cleaner for diesel locomotive trucks. This unit operates on 50 lb. or more of steam and pro-

duces a discharge pressure of 200 lb., with temperatures up to 190 deg. F. When desired, detergent may be used up to 10 per cent of the jet volume. The high-pressure jet of steam and hot water is conducted to upright pipes and discharged through a series of spray nozzles, which permit thorough

More New Products

No. 4. Since the master push button is equipped with 25 ft. of rubber covered control cable, the operator may walk about and stand close to the working point while still having complete control of the jack movement during the raising operation.

The new Whiting jack has a lift of 4 ft. 7 in., with 3 15/16-in. diameter square-thread screw protected against dust and dirt by a new accorian-type flexible cover. Power is supplied to the lifting screw from a 7 1/2-hp. electric motor and an electric brake assures instant stopping when the power is shut off. Dangerous drifting of the jacks either up or down is thus prevented and the load is supported in a safe level position at all times. The electric drive also assures smooth and quiet operation.



Reflector Lamps

Narrow and wide beam 300-watt reflector lamps with a PAR-56 bulb shape are available from the Westinghouse Electric Corporation, East Pittsburgh, Pa. Rated for an average life of 2,000 hr., these lamps may be used at 115, 120, or 125 volts and may be burned in any position.

A powerful and accurately controlled beam is the important characteristic of these new lamps. They also offer freedom from the usual problems of fixture maintenance.

The base is a mogul, end-prong type, to be used for the purpose of electrical connection only and not for supporting the lamp. Although made of heat-resisting glass, the bulb may break on contact with water, so it should be protected from the weather. The installation should be so designed that the operating temperature of the connector plug wiring does not exceed 200 deg. Centigrade.



Hydraulic Crane

Double-enveloping worm gearing is a feature of a new hydraulic crane developed by the Austin-Western Company, Aurora, Ill. It is stated that the crane, which is truck mounted, can lift and transport its maximum load any distance. The telescopic boom can be raised to any point between horizontal and 45 deg. and can be rotated continuously through 360 deg. With the boom extended the hook has a maximum travel from 30 ft. below to

24 ft. above ground level. The rated capacity is 3,200 lb. with a boom radius of 18 ft. and 8,000 lb. with a boom radius of 10 ft.

The greater operating efficiency of the machine was accomplished by substituting, for the conventional type worm-gear, a standard 6-in. center distance 50-to-1 cone-drive gearset, powered by a 750 r.p.m. Vickers hydraulic motor, in the boom-lifting mechanism. A second cone-drive gearset, with a 5-in. center distance and 40-to-1 ratio, is used on the crane swing drive.



THIS NEW LOADING AND UNLOADING UNIT, developed by the Harry J. Ferguson Company, 115 West ave., Jenkintown, Pa., in collaboration with a large eastern railroad, is said to be "ideal" for loading and unloading freight, baggage cars or trucks. It is available in 11-ft., 13-ft. and 15-ft. sizes, with a 3/4-hp.

motor and 16-in. wide belt. The motor has electrical controls for two-way operation, and the unit can be raised by hydraulic jacks at either end. Called the "Double End Belt Booster," the unit can be used alone, or in conjunction with roller or wheel conveyors in the unloading and loading of a wide variety of lading.



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Benchmarks and Yardsticks

A GOOD FRIEND of your reporter believes that the opinion of an unnamed industrial public relations executive—quoted in this space on December 28 to the effect that the railroads should go “all out” in their effort to recapture competitive traffic—was unjust to railroad management, especially the chief traffic officers. In that statement there was an implication, our friend feels, that responsible railroad officers are not going “all out” for traffic.

That quotation was not published in any spirit of criticism—nor was the attitude of the man who made it that of fault-finding. There is usually a “climate” in the management of any industry, railroads included. In this “climate” there are usually one or two objectives which are uppermost in everybody’s thoughts. During the war period, the climate on the railroads was one of all-out exertion to handle the traffic offered. That climate was certainly not conducive to extraordinary efforts to go out for more traffic.

Throughout the period of the thirties the railroads were traffic-poor and, by the end of that decade, a number of important railroads had built up quite an aggressive “get-the-business” climate. When the war started, one of the country’s leading railway traffic executives observed: “Just when we had worked up some merchandising steam, this thing had to come along, and when it’s all over, we’ll have to start out from scratch again.”

At the head of the traffic departments of many of the nation’s railroads there are industrious and imaginative men who—now that the “climate” contains less of the heat of an excess of business—are beginning to get the hearing their ideas deserve. It is time that such men receive the attention and support of the industry — because the declining ratio of the nation’s traffic being handled by railroads, unless soon corrected, could be serious.

It is certainly more pleasant for a supplier to do business under conditions of excessive demand, but that is not the normal situation—nor one which tends to develop aggressive business-getting habits. The important point, however, is that the disappearance of a “seller’s market” in transportation does not warrant the seller in hanging crepe on the door (as some pessimists have tried to do for the railroads). Rather, when a “buyer’s market” predominates, it is up to the seller to adapt his operations accordingly.

President Wayne Johnston of the Illinois Central, in a recent public statement, said that: “the Iron Horse is not so much an old plow horse as a frisky young colt.” If everybody around the stable will just keep that fact in mind, the industry will do all right; and that is all the industrial p.r. executive we quoted had in mind when he counseled railroads to go “all out” for traffic. J. G. L.

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"Piggybacks"—Sound Idea Or Flash in the Pan?

Marshall Field & Co. has invested millions of dollars in building, maintaining and promoting its famous store at the corner of State and Madison streets, Chicago. With its huge investment already made at this location, this company could have no great zest for changes which might pull trade away from its downtown store. Nevertheless, competition from suburban stores and shopping centers is, apparently, forcing Field's to make such changes. Anyhow, the company is now pouring new capital into "branch" or "suburban" stores. The development of these new branch stores has been the supplier's response to fundamental changes in customers' shopping habits which have evolved in recent years.

Marshall Field & Co. seems to believe that it must get into suburban locations—even though they may temporarily pull trade away from its downtown store—if the company is to retain present business and attract additional trade. This change doesn't mean that the downtown store will be abandoned or that efforts to promote its business will terminate. On the contrary, it is believed that suburban branches may eventually even stimulate sales at the downtown store.

The experience of this merchandising company is of interest to railroaders because they are facing similar problems. Competition has brought about some basic and important changes in the habits and customs of the shipping public—as well as of department store patrons. More freight is moving by truck. New plants are locating "off rail" in increasing numbers because improved highways and good truck service make rail sidings, for some businesses, no longer absolutely necessary. Further, good industrial locations with sidings are becoming increasingly hard to find and are correspondingly more expensive.

There are other considerations, too, among them the comparative over-all costs of truck and rail service, and the frequent superiority of the trucks in speed. Industrial practices and techniques are changing, and so are shipping needs and habits. Industry is decentralizing, and has developed an increasing need for smaller-quantity, l.c.l.-type services. In sum, competitive conditions in the transportation industry are vastly changed from what they were even as recently as a dozen

years ago. Like the big department stores, the railroads are beginning to give more and more consideration to methods of doing business which will more nearly respond to present-day conditions.

The use of substituted truck service for handling l.c.l. is one technique the railroads have developed to meet the transportation needs of today; but other devices are available and are needed. Faster service—particularly for the smaller shipments—and competitive rates which make full use of the railroads' cost advantages are among the objectives toward which the industry is moving.

The handling of loaded trailers on flat cars—variously known as "piggybacks" or T-O-F-C—is another method for meeting some of today's problems. Few developments in the railroad industry have received the thought and attention which have been devoted to this subject in recent months. This interest has arisen, not only in the railroad and trucking industries, but among shippers and receivers of freight, and public authorities who are concerned with the effectiveness of the nation's transportation system. The potential development of this service presents problems which are big and complex, but they are intrinsically no more difficult of solution than the problems facing such big-city department stores as Marshall Field & Co.

Whose Trailers Should Railroads Haul?

There are two ways in which trailers-on-flats can be employed: One is through the use of highway trailers as an improved means for the handling of rail-billed traffic. The other is for the railroad to handle trailers belonging to motor common carriers. Each type of movement has something to be said both for and against it—and neither could operate successfully without a great deal of skill and ingenuity.

The more controversial of the two proposals is that involving handling by the railroads of trailers belonging to competitive motor common carriers. Before there is any serious effort in the direction of providing this kind of service, it would appear that the railroads should make every effort to attract all the traffic they can into railroad cars in all-rail service. But the movement of highway common carrier trailers by rail should certainly not be omitted from consideration, if such service can be shown to operate to the benefit of common carriers by rail and highway, and their patrons.

If railroads are going to get into the T-O-F-C

service as agents for common carrier truckers, it will have to be recognized that, in any event, such service cannot be operated everywhere by every railroad. If such service is to be a financial success for the railroads it will have to be limited to areas where potential volume is large enough to justify the provision of special trains on expedited schedules. Experience strongly suggests that this is not a kind of traffic which can be handled successfully in existing freight trains—except in those rare instances where there are trains with schedules and performance records suitable to the needs of the motor common carrier industry. By dividing the traffic among competing railroads—if indeed, such a thing could be accomplished—the economic advantages of the service to each railroad would be materially lessened.

If "piggyback" service is going to be offered for motor common carriers, then two important ends should be sought: (1) Bringing in revenues to the railroads in a traffic form which can be handled selectively and profitably, but avoiding loss or diversion of existing railroad traffic and revenues; (2) an affirmative and significant effort toward private settlement of the long-standing, debilitating controversy between the railroad and trucking industries which is injurious to both branches of the transportation industry. Other aspects of this proposal will be discussed in this space in subsequent issues.

C. L. Dearing on the Common Carriers' Situation

It has been many a long year since an expression on transportation from the executive branch of the federal government has evidenced such understanding of the subject as did the speech of Charles L. Dearing, deputy undersecretary of commerce, at the recent meeting of the American Economic Association (*Railway Age*, January 11, page 13). No one, outside or inside the transportation industry, has heretofore given evidence of such full appreciation as Mr. Dearing has of the threat to the common carriers in (1) continued rigid regulation of them, combined with (2) a large and continually growing supply of "exempt" carriers.

Continuation of this condition, Mr. Dearing foresees, threatens "to leave the common carriers only the marginal traffic between the main traffic centers," while they continue to maintain "high-cost service between points offering only limited

or unbalanced traffic." What this means, of course, is that the present regulatory pattern is tending to deprive the common carriers of the mass traffic movement to which they are naturally fitted, and to keep them forcibly in the retail business where they are probably economically inferior to other agencies. Mr. Dearing further observes that government aid to various forms of transportation has been extended without regard to the effect of the impact of such expenditures on the welfare of "the essential common carrier."

Price Should Reflect Advantages

Mr. Dearing believes that common carriers should be relieved of the obligation to provide service that can be provided more economically by private transportation, or by for-hire carriers who are not in the "common carrier" classification. Moreover, he has no enthusiasm for Interstate Commerce Commission authority to inquire into the probable effect of rates on the movement of traffic; and he definitely favors the right of transportation agencies to reflect their "inherent advantages" in their price structures, in order to make a bid for all traffic which they can handle economically.

He goes on to observe that there have been many "full-scale investigations covering practically all major aspects of federal policy in the transportation field," and that "official awareness" of the problem "is present in full measure but corrective action has lagged."

Why has there been so much thinking, so much discussion, and so little action? Mr. Dearing answers that question by observing that major changes in adapting national legislation to transportation developments "occur only when strong transportation statesmanship is asserted or when the general circumstances are such as to solidify and make articulate the demand for correction in the public interest."

In other words (if we understand the statement correctly)—there will be appropriate legislative changes affecting transportation whenever the people in and around the industry develop the required degree of statesmanship to induce Congress to act; or when transportation conditions deteriorate to the extent necessary to awaken the general public to the necessity for taking remedial action.

In the higher echelons of the Eisenhower Administration there has been, as yet, no public utterance of the kind of sound sense which Mr. Dearing has evidenced. Instead, at the higher levels, all the interest so far shown in transportation has been directed toward making conditions tougher, not easier, for the common carriers (e.g., the St. Lawrence Seaway).



Roadway Restoration . . .



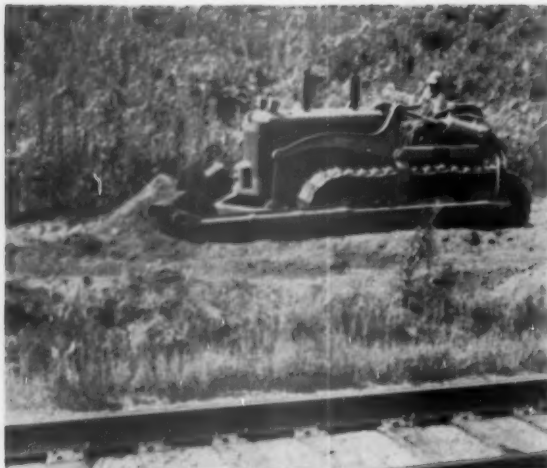
How the Santa Fe Does It

Road organizes grading outfits with large earthmoving machines to restore eroded cuts and fills to standard cross section

The slow attrition through erosion of its embankment shoulders and slopes and the filling up of its cut ditches impelled the Santa Fe to take remedial action. Three years ago the road organized a small right-of-way grading outfit on its Eastern lines, equipped it with modern earth-moving equipment, and began to restore its railroad to

standard cross section. Performance of the outfit was so satisfactory that the road organized a similar outfit on its Western lines in 1953, and plans have been projected to equip the Coast lines and Gulf lines with comparable outfits.

In assembling the initial outfit in 1951, the road first



1. THE ADVANCE UNIT, an International TD 18A tractor-bulldozer, cut a path along the side ditches.



2. CATERPILLAR grader made first pass and bladed material into a windrow to be picked up by . . .

acquired a LeTourneau E-9 Tournapull Roadster. Later the same year it added a Caterpillar D4 crawler tractor equipped with a bulldozer blade and a No. 40 scraper, and an International TD 18A tractor bulldozer. It was found expedient to rent a motor grader to work with these units, but in 1953 the road purchased a Caterpillar No. 12 motor grader and made it a permanent part of the grading outfit.

All Units Diesel Powered

All these machines in the initial outfit can travel under their own power along the highways, with the exception of the tractor and scraper which must be carried on a flat car for long hauls, but travel under the tractor's power along the right of way to the work site. All the units are diesel powered so that only one type of fuel need be furnished, this being shipped in a tank car from which it is drawn into barrels and hauled out to the machines.

The units are serviced by a Ford $\frac{3}{4}$ -ton pick-up truck, which also is used for exploring the best routes for the machines to travel in reaching work sites from the highways, as well as for carrying the machine operators back and forth from town. Air for tires is provided from the air-brake system of the Tournapull. For this purpose the brake system is provided with a tee and cut-off valve.

Work Is Programmed

The working force of the outfit on the Eastern lines consists of four machine operators and two local section laborers, under the supervision of an assistant roadmaster. The work schedule is programmed on an annual basis with the men employed all year. The annual work program is prepared by the district engineers and is submitted to the general manager of the particular grand division for approval.

When preparing the program, consideration is given to climatic conditions, i.e., the program may have the outfit working in Oklahoma during the winter months, and in the more northerly territories during the summer. Consideration is also given to the locations where rail

is to be relaid during the current year so that the cut-and-fill restoration work will be completed in advance of the track work. In addition to cut cleaning and fill restoration, the program also includes such work as cleaning ditches which skirt yards, outlets from bridges and other drainage openings.

After the maintenance grading program has been approved, the cuts and fills are cross-sectioned by the local division engineer's forces so the yardage moved and the unit costs can be ascertained. One of the biggest problems has been disposition of the excavated material as usually the yardage removed by cut cleaning far exceeds that which can be used for restoring embankment shoulders to the standard roadbed section. Some of this excess material was used to advantage near the ends of the cuts in making "turn-around" areas for the earthmoving equipment, which required a circular area from 18 to 20 ft. in diameter. However, much of it was wasted along the toes of the embankments.

Work Done Out-Of-Face

After the cross-sectioning surveys have been made, the grading outfit moves in and, in general, carries out its work on an out-of-face basis. One of the laborers assigned to this outfit removes the roadway signs and places them out of the way of the work in a place where they can be recovered and re-erected later. When cleaning the cuts the objective is to remove the accumulated material from the side ditches until the bottoms are about 3.5 ft. below the top of rail. The excavated material is deposited along the sides of the embankments until they are restored to their original cross section.

One of the bulldozers works in advance making side-hill cuts in two or three cuts so that the heavier units can work without difficulty. The motor grader is used to shape the cut slopes and also makes the final shaping of the fills. The roadway signs are re-erected by the second laborer, and both serve as flagmen as needed.

In general, the work is started at 7:30 a.m. and continued until 3:30 p.m., except for a half hour for lunch. The four machine operators and the assistant roadmaster are each housed in a separate bunk car and have their



3. A NO. 40 SCRAPER, towed by a Caterpillar D4 tractor-bulldozer. The following unit was a . . .



4. TOURNAPULL ROADSTER which hauled the excess material from the cut, taking 6 cu. yd. each trip.



5. CUT SLOPES were restored to original excavation line by motor grader with blade in sidehill position.



6. CLEANED CUT is now ready for the fall and spring rains. Note "turn-around" area in foreground.

families with them. The cars are equipped with electric lights, water, refrigerators, and fuel for both heating and cooking purposes. The assistant roadmaster makes weekly reports showing where the outfit has worked, the number of hours worked by each machine and also the hours, if any, that a machine is out of service for repairs.

Performance Is Good

In 1952 the maintenance grading outfit on the Eastern lines moved 141,562 cu. yd. of material at a cost of approximately 16 cents a yard. This unit cost includes the wages of the assistant roadmaster, the machine operators and laborers, and the cost of fuel, oil, and parts, but does not include depreciation, interest on the investment, taxes and other overhead items. The performance of this outfit in 1953 was almost the same as for 1952 although one machine was out of service for a while.

The railroad is pleased with the work and progress of these outfits. They were organized and work under the general direction of T. A. Blair, chief engineer system.



7. OPERATORS, responsible for maintaining their machines, inflated tires with air taken from air-brake systems of the Tournapull.



GRADE OF CAR, during periods of shortage, is sometimes more in short supply than type.

The Car Distribution Formula— SHOULD IT BE REVISED?

Correspondent asserts that Car Service Division formula for aiding roads during car shortages works hardships—Contrary views expressed

By G. C. RANDALL

During periods of heavy demand for freight equipment, the Car Service Division of the Association of American Railroads receives many requests for assistance in getting cars from roads originating large volumes of traffic. In such periods, it is usually the case that many other carriers in the area served by the road requesting aid, and perhaps over the country as a whole, are in the same predicament. It then becomes a matter of judgment whether or not, and to what extent, any one road should be helped.

In determining a course of action, the formula "percentage of cars (of the type requested) on the line of the needy road compared to its ownership of that type" has always carried much weight with the Car Service Division. One correspondent believes this formula works a hardship on some roads. He has suggested that the whole subject be aired so "transportation officers throughout the country may have an opportunity to express their views," the possible result being a new formula "much more suitable than the existing one."

Mr. Randall, retired district manager of the Car Service Division of the Association of American Railroads, conducts the "Questions and Answers" page which appears in alternate issues of *Railway Age*.



SHORTAGES of equipment are frequently countrywide, leaving no surplus pool from which to supply needy roads.

Our correspondent, a transportation officer of a large western railroad, continues: "It is my belief that this formula may have had some value many years ago. But it has fallen far behind the trend of modern transportation and has worked a hardship on many railroads which have been unable to acquire freight equipment promptly, due to heavy backlogs of orders in car builders' shops, or overtaxation of their own shops.

"Why not revise the formula of percentage on line compared to ownership by restating it as 'box cars (flat, gondola or other categories) on line empty available for distribution compared to ownership'? While it is realized that there are many complexities involved in building a modern formula for regional or national car distribution from the A.A.R. standpoint, I believe the time is long overdue when the railroad people should get together and design a new formula to provide a vehicle for distribution of railroad freight equipment from a national standpoint."

The above letter was referred to Chairman A. H. Gass of the Car Service Division for his comment, so that we might give our readers the viewpoint of the Car Service Division. Mr. Gass replied as follows:

"The subject of furnishing cars to needy railroads must be considered in two phases. First is the situation where for one reason or another we have particularly heavy loading requirements in a certain area, or on a certain railroad, at a time when car requirements generally are not high. In such a case, the Car Service Division, having statistics covering the whole country, knows where surplus cars are, and we are pleased to arrange so that such cars will reach the territory in which they are needed. And in this case we do not consider the question of car ownership of the railroad or railroads asking assistance. It is merely a case of getting surplus cars into use, and this is beneficial not only to the needy railroads, but to the railroads holding the surplus cars, and to the industry as a whole.

"The second phase is altogether different. This involves a situation where car requirements are high everywhere and there are no surplus cars in the country of the particular type required. The Car Service Division has no cars of its own to give to roads needing assistance, and whenever we send cars to a railroad in time of general car shortage, it is done only by sending cars belonging to other railroads. In a situation of this kind I do not see how we could escape giving consideration to the situation on the needy railroad—considering whether or not the cars they have on line at the time match, nearly match, or exceed their car ownership (of the kind needed).

"As a matter of fact, Per Diem Rule 19, from which the Car Service Division derives its authority, is quite specific with respect to consideration being given to ownership. Paragraph (d) of Per Diem Rule 19 invests the division with plenary power to 'Transfer cars from one railroad or territory to another when necessary to meet traffic conditions, with due regard to car ownership and requirements.' An explanatory note relating to this particular paragraph reads in part as follows:

"This provides an adjustment of surplusages and shortages, and is intended to suggest an equalization of service so far as practicable and consistent with car ownerships. By the latter is meant that if one railroad has, in its good judgment, provided amply for its coal loading patrons,

for example, while another has not, and the demand is generally equal to supply, the mines of the first will not necessarily be depleted in order that the mines on the improvident road may be better served. Generally, as between the provident and the improvident roads, it must be recognized that if in time of great car demand, the latter has to be assisted for the benefit of its patrons and its territory at the expense of the former, there must necessarily be set up some method of compensation for the former, and this of necessity, may go beyond mere car hire."

"Any railroad or group of railroads which thinks some other basis should be used has the opportunity of proposing that the rule be changed under the procedure within the association by which the car service and per diem rules are adopted or changed. Up to now, no railroad, to my knowledge, has suggested that Paragraph (d) of Per Diem Rule 19 be modified in any way."

A well-known transportation officer from an eastern railroad who saw a copy of the letter which "kicked off" this discussion, but had not seen Mr. Gass' reply to it, made the following comments:

"In the first place we do not believe the Car Service Division uses a rigid formula in distributing cars among railroads or regions, at such times as they do enter that field for special distribution. We feel sure that there are several aspects of such a problem that cannot be adequately dealt with by any fixed factor in a formula.

"In late years it has seemed to me that the officers (of the Car Service Division) have given undue weight to the one factor of percentage of ownership on line, but in our own thinking we have not been able to arrive at a formula which we think would equal the exercise of reasonable judgment by the Car Service Division officers.

Too Many Variables

"It is agreed that such a formula would be highly desirable if one could be found that had general acceptance and confidence. However, there are too many variables and too many intangibles: Off hand we think of the following factors, and we know there are more:

- Abnormal influences affecting normal empty supply;
- Normal sources of empty equipment and preponderance of ownerships developing;
- Per cent of overhead traffic;
- Per cent of bad orders;
- Direction of traffic;
- Areas of traffic origination and/or destination;
- Concentrations of certain types of industry, and priority based on public need;
- Seasonal commodities—government influence in movement;
- Rate of turnaround of cars;
- Length of haul;
- Per cent of local and interline traffic handled; and
- Per cent of shippers in 'short' area served by more than one railroad.

"All of us, including the western transportation officer who wrote you, are seeking a formula which would be automatically enforced to our own respective advantages or which would protect us from inequitable treatment, in our own eyes. At the same time, one road's gain must be another road's loss under conditions of shortage. The power of judgment has, therefore, been reposed in the Car Service Division where it must remain until we think of something better.

"To be specific, we think 'box cars on line empty

available for distribution compared to ownership' is impractical to obtain or police."

The transportation officer of another large western road, when asked for his reaction to the suggestion, wrote that he felt that in some cases when assistance is asked a more careful analysis of existing conditions in the affected area on all roads might be helpful. He said:

Make Complete Analysis

"It is my view that before any order is issued by the Car Service Division, they should have someone make a complete analysis of the situation on the ground and

possibly get the views of the members of the Committee on Car Service in the areas involved. The members of this committee, being territorially representative, should be able to give the Car Service Division valuable information. Furthermore, in this machine age, it is doubtful whether the information furnished by the various railroads to the Car Service Division as to the number of cars on line by classes is correct, especially by classes of equipment, for, with a line having a mechanized installation, there is no way to check your records until after they have been printed, 30 or 45 days after the close of the month."

(Continued on page 54)

Building a Gas-Turbine Switcher

Army Transportation Corps undertakes development of experimental 30-ton locomotive using this type of power

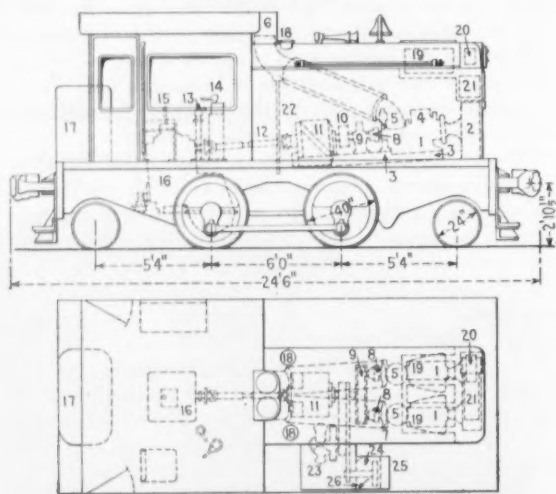
About two years ago the Army Transportation Corps initiated a project for experimental use of a Boeing Model 502 gas turbine in a small experimental locomotive now being built by the Davenport-Besler Corporation, Davenport, Iowa, as subcontractor for the Boeing Airplane Company. A "progress report" on this project was made at the recent annual meeting in New York of the American Society of Mechanical Engineers by K. Lotheim of the Rail Division of the Transportation Corps.

The Transportation Corps contracted with Boeing for development of this locomotive which is a 30-ton, dual gas-turbine power plant design with mechanical drive, intended for light road and switching service.

In initiating the development, it was realized that this type of locomotive would not be competitive, on an economic basis, with a diesel-powered locomotive of the same size and type. It appeared, however, that in order for the Transportation Corps to participate more actively in the gas-turbine field, and to do so with a minimum

expenditure, such an application would be most practical.

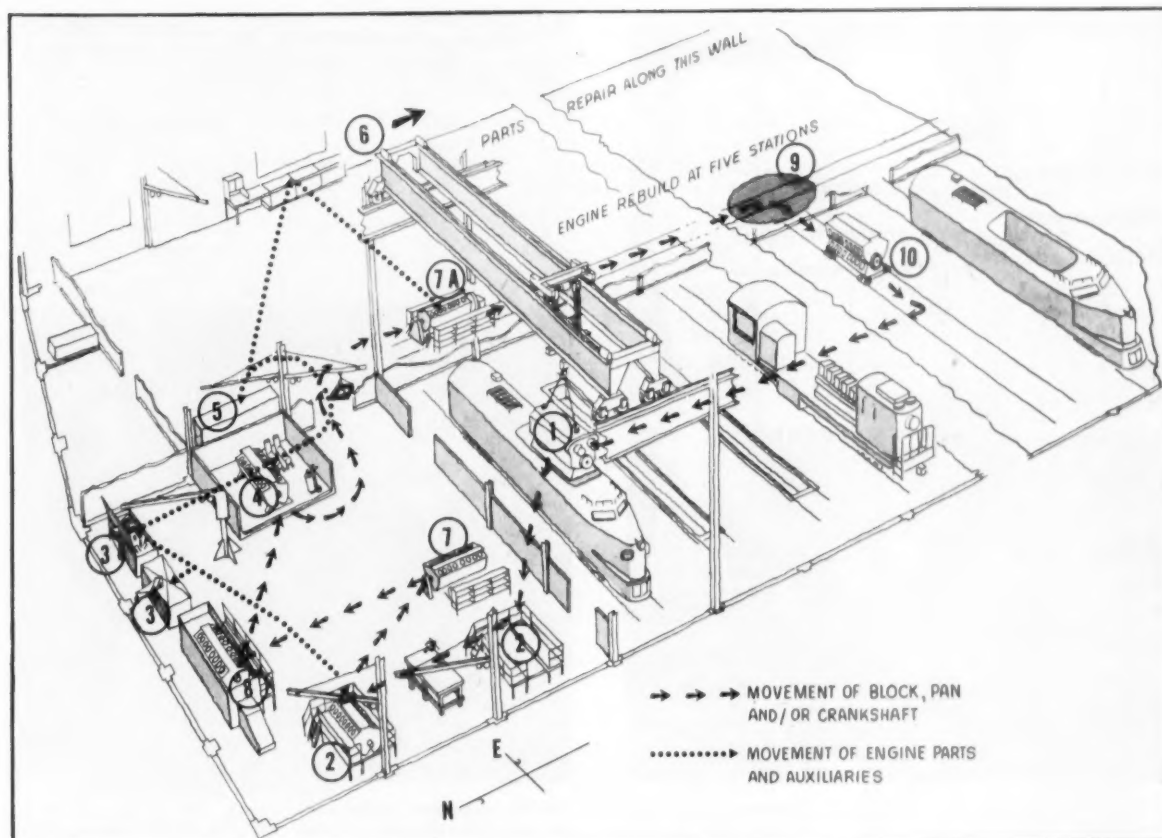
The 30-ton locomotive to utilize the Boeing gas turbine power plant is being designed and built by Davenport-Besler for delivery in June 1954. Before going in regular service, the locomotive will be given extensive engineering and railway operating tests, to determine its characteristics and performance.



SPECIFICATIONS OF 30-TON GAS-TURBINE LOCOMOTIVE

Nominal weight, tons	30
Maximum weight, fully loaded, lb.	58,000 to 60,000
Maximum weight, lb.	
Per driving axle	25,000
Per guiding axle	5,000
Locomotive length, approximate, over bumpers, ft.	25
Locomotive width, maximum overall, ft.	9
Locomotive height, approximate top of rail to top of cab, ft.-in.	11-2
Radius of track curvature, locomotive alone, minimum, ft.	75
Radius of track curvature, coupled, minimum, ft.	100
Wheel arrangement	2-4-2
Speed, m.p.h.	35
Fuel capacity, gal.	250
Power plant and control equipment:	
Two Boeing Model 502 gas turbines, top rating 175 hp. each	
Allison torquomatic three-speed transmission	
Westinghouse pneumatic control with governor	
Provision made for use of one or both engines depending upon load demand	
Hand brake and Westinghouse independent and automatic air brakes	

GENERAL ARRANGEMENT of the experimental Davenport-Besler gas-turbine switcher: (1) Boeing gas turbine; (2) Air inlet silencer and filter; (3) Three-point rubber mounting (4) Turbine auxiliaries, governor, fuel pump, oil pump, tachometer drive; (5) Exhaust; (6) Ventilating stack; (7) Governor to control output shaft; (8) Rubber couplings; (9) Gear box; (10) Belt drive for 33-cu. ft. air compressor and oil-cooler fan; (11) Allison torquomatic, three-speed transmission; (12) Universal joints; (13) Throttle lever; (14) Automatic air-brake valve; (15) Forward and reverse lever; (16) Gear box for reversing only; (17) Main fuel tank; (18) Sand; (19) Battery; (20) Fuel tank to warm up; (21) Turbine compartment and battery heater; (22) Drain for rain water; (23) 33-cu. ft. air compressor; (24) Radiator fan; (25) Radiator for lube oil cooling; and (26) Air outside directed down.

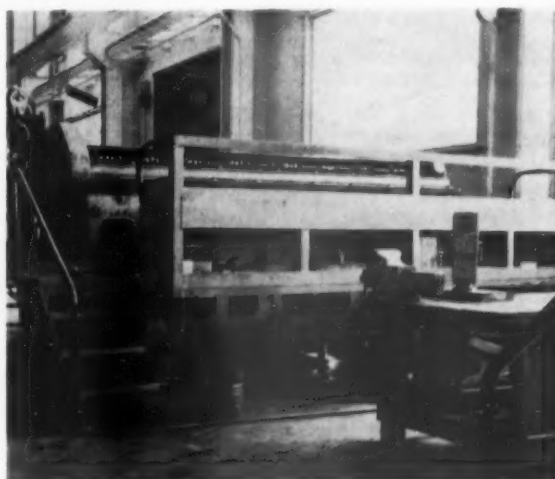


"Straight-Line" Engine Cleaning

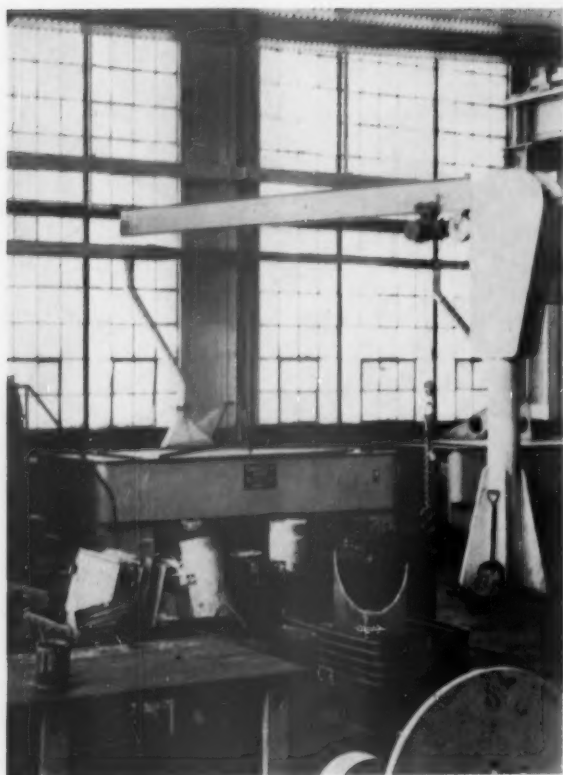
Diesel engines proceed through the Wabash repair shop for dismantling, cleaning and repair of parts, reassembly, and reinstallation in the locomotive without reverse movement

The new Wabash shop at Decatur, Ill., has been laid out so that the operation of cleaning an engine and its parts and rebuilding progresses without "crosshauling" or "switchbacks" from removal to reapplication. As shown in the diagram, the engine goes through the following steps in its overhaul:

- Removal from the locomotive (1) on the diagram in the erecting bay by the overhead crane and delivery to one of the two dismantling stations (2) along the west wall.
- Accessories and auxiliaries removed are delivered in wire basket by overhead crane to one of the two smaller Aja-Dip cleaning machines (3) in the northeast corner of the cleaning room.
- After cleaning, these parts are rinsed off in the booth (4), inspected (5), overhauled along the east wall of the engine rebuild room (6), and reapplied at five engine assembly stations.
- The three major engine components — cylinder



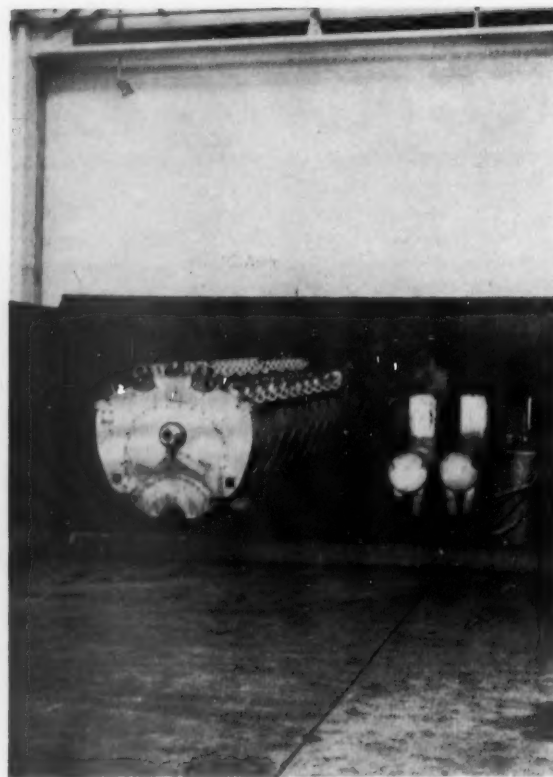
DISMANTLING platforms (3). Similar platforms are placed by the rolover fixtures (7 & 7A)



LARGE cleaning machine (8), two small ones (3), and rinse booth (4) are served by a one-ton post crane.

block, pan and crankshaft—go from the dismantling station to a rollover fixture (7) where the three parts are separated for cleaning in the large Aja-Dip cleaning machine (8).

- The cleaned three major parts, like the smaller parts, are rinsed off by hot water hose in the booth (4).



BOTH large and small engine parts are rinsed off by a steam-hot-water gun in this 20- by 21-ft. booth (4).

reassembled on a second rollover fixture (7A), then placed on dollies in the engine rebuild room for completion at the remaining four assembly stations.

- The engine returns to the erecting shop over turntable (9) to the painting track (10), and is reapplied to the locomotive by the traveling crane.

CAR DISTRIBUTION FORMULA

(Continued from page 52)

If the present writer understands correctly the respective positions of Mr. Gass and the man who first raised this question, as expressed in these letters, it is possible that the latter's railroad may be deficient (under the A.A.R.'s formula) to some degree in its ownership of some types of cars. (Admittedly this formula, like the disputed distribution one, has its weaknesses, but until a better one is devised the one presently used will have to be the yardstick against which adequacy must be measured.) It cannot be overlooked that the note to Per Diem Rule 19 mentions "provident" and "improvident" roads. Furthermore, the note also states that adequacy of ownership shall be determined by a railroad "in its [own] good judgment. . . ."

It has occurred to me also that roads advocating revision of the formula may, in some cases, have an internal distribution problem which it would be almost im-

possible for the Car Service Division to ease without doing severe damage to other roads. That is to say, there may be on any given date considerable shortages and overages on the same road at points not too close together. There might also be a factor of shortage of equipment in suitable condition to handle the heavy-loading commodities, and a corresponding overage of cars unsuited for handling similar loads. I recall a recent instance of a road reporting a shortage of class "A" box cars and an excess of rough box.

One letter questions the possibility of getting an up-to-date car count with present mechanical equipment. This may be so, but this writer is not at all sure that the manual system gives anything too accurate along those lines. (Interestingly enough, the Santa Fe reports it now can get a car count in only a few hours after the data are asked for.) In any case, delayed records probably make no car count completely accurate at any time.

Railway Age will be glad to have its readers' ideas on this important subject if they'd care to write us.

Railway Officers

Caverly to Head Rutland

Gardner A. Caverly has been elected president of the Rutland, effective February 1, to succeed Lawrence Richardson, who will retire on that date, but will continue to be available for consultation.

Mr. Caverly joined the Rutland as vice-president September 10, 1951, and has been executive vice-president since November 1, 1953. Before joining the railroad he had been with Tucker



Gardner A. Caverly

Anthony & Co., New York investment bankers, for nine years. He is a member of the Boston Stock Exchange, and was one of the three reorganization managers of the Rutland when it emerged from a 12½-yr. receivership-trusteeship late in 1950.

The Detroit, Mich., office of the Rutland has been moved to Room 430, Lafayette building, from 16544 Burt road, with Arthur A. Lindsay, general agent, in charge.

LOUISVILLE & NASHVILLE.—

The following accounting officers, all at Louisville, Ky., have retired: **Roy Osburn**, assistant comptroller; **J. C. Willcox**, auditor disbursements; **William H. Lloyd**, auditor station accounts; and **George L. Scheffer**, assistant auditor freight accounts. Named to succeed Mr. Osburn is **Gilbert E. Powell**, while **John E. Harmon**, assistant auditor disbursements, replaces Mr. Willcox. **James E. Nall**, chief traveling auditor, has been named to succeed Mr. Lloyd, while **Carl Mory**, chief clerk of the statistical bureau, replaces Mr. Scheffer. Named as successor to Mr. Harmon is **Chester Lorenz**, traveling auditor.

John R. Barry, general freight agent at Louisville, Ky., and **William D. Broeman** have been appointed assistant freight traffic managers at that point. Named as assistants to the freight traffic manager there are **Jack Parsons**, assistant to coal traffic man-

ager; **Edward S. Bowman**, assistant general freight agent; and **Andrew R. Harkleroad**.

MAINE CENTRAL.—R. C. Merrow, general freight and passenger agent for the **Barre & Chelsea** and the **St. Johnsbury & Lamoille County**, has been appointed assistant freight traffic manager of the Maine Central at Portland, Me.

MARYLAND & PENNSYLVANIA.—T. M. Mouring has been appointed chief engineer at Baltimore, succeeding **E. E. McLellan**, who will retire January 31, after 55 years of railroad service, more than 38 of them with the M&P.

PENNSYLVANIA. — Samuel R. Hursh, assistant chief engineer—maintenance, at Philadelphia, has been appointed chief engineer, succeeding **John L. Gressitt**, who has retired after 45 years of service. **Lester E. Gingerich**, chief engineer, maintenance of way, Central region at Pittsburgh, has been appointed assistant chief engineer—maintenance, at Philadelphia, succeeding Mr. Hursh. **Glenn A. Williams**, assistant chief engineer maintenance of way, Central region, at Pittsburgh, succeeds Mr. Gingerich as chief engineer maintenance of way of that region. **Leo W. Green**, division engineer at New York, succeeds Mr. Williams as assistant chief engineer maintenance of way at Pittsburgh. **Charles J. Code**, engineer of tests—



Samuel R. Hursh

maintenance of way, has been advanced to assistant chief engineer—engineer of tests at Philadelphia. A photograph of Mr. Code was published in *Railway Age* August 10, 1953, page 90.

Mr. Hursh was born at Millinburg, Pa., March 20, 1894. After graduation from Pennsylvania State College (B.S. in C.E., 1916), he joined the PRR as chairman on the Philadelphia Terminal division. Mr. Hursh became assistant chief engineer—maintenance in February 1943.

Bayard H. Roberts, assistant secretary, has been elected secretary, with headquarters as before at Phila-

delphia, succeeding **J. Taney Willcox**, who has retired after 42 years of railroad service.

Robert C. Haltzman, supervisor of perishable freight service in the New York area, has been promoted to perishable traffic manager, succeeding **Phillip C. Reed**, who has retired after 46 years of railroad service. **John J. Driscoll**, a representative for perish-



Lester E. Gingerich



Glenn A. Williams



Bayard H. Roberts

able traffic in New York, has been appointed assistant perishable traffic manager. Both men will make their headquarters at Pier No. 28, North River, New York.

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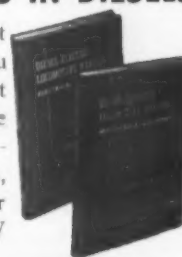
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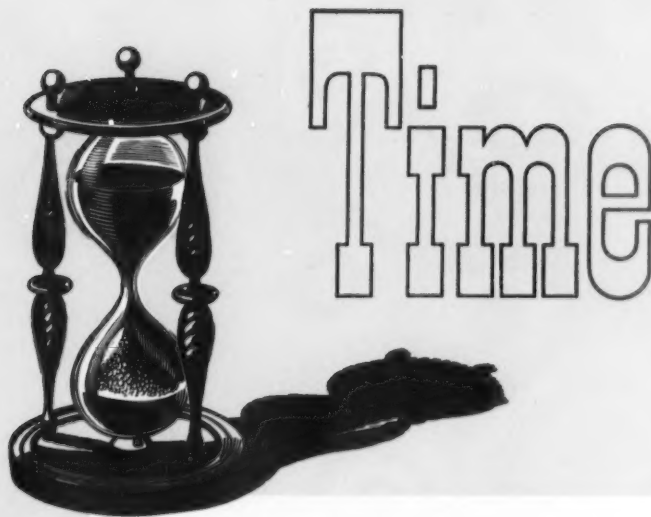
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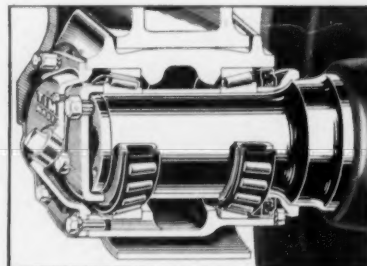
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